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The Daily Press.

HONGKONG, JUNE 2ND, 1908.

The human nervous system is more liable to disease than the rest of the body, and such disease appears to be more readily transmissible by the mysterious processes of heredity. The chief reason is supposed to be this, that the nervous organs are pre-eminently intricate and complex; as the biologist puts it, "nerve cells are the most highly differentiated." Broadly speaking, this is an intimation that complexity implies weakness, or greater susceptibility to disturbance. Thus a lady's watch is more easily injured than a large clock, and a modern free-wheel bicycle of varied gear is less enduring than an old-fashioned "ordinary." The more excellent and admirable the mechanism, the greater the possibility of "something going wrong." It is also stated, that "characters of recent origin tend to be more unstable than those of ancient date; and the differentiation of man's brain is relatively recent compared with that of his food-chain." Civilization is more recent than barbarism, and therefore it is more unstable. This is a highly interesting point for consideration, and suggests more numerous considerations than we propose to deal with in these casual comments. The reflective reader, with this stimulus, may go on to think out for himself the bearing upon such subjects as the decadence of that fine race the Maori, under civilization, the virtual extinction of the Australian aborigines, and the process of acquired character devolution now being forced gradually upon the Papuans by the Australian Government.

Sticking to the generalities we had in mind at the outset, we may mention that Hongkong at this season is offering illustration of the veneer-like nature of "civilization," and of the strong tendency to renaissance that there is in the more ancient and stable habit, given suitable conditions. The cruising, camping, and picnic season is now on, and it is to be noted to what an extent the "methods of barbarism" really contribute to the pleasure of these outings. Very few of the men seem to trouble to analyse their emotions, to think why they enjoy themselves so much—and this in itself is symptomatic of the natural state, in which man is more of a day-dreamer than a thinker, and probably never an introspective thinker. When subjected to a series of searching questions, however, they are mostly willing to admit that the possibility of reverting to a minimum of clothing, a minimum of furniture, and a vanishing point of etiquette, is an appreciable factor in the sum of their happiness. It is an interesting study to contemplate two or three men in a yacht for a week-end, and to watch their conduct as we have repeatedly done of late. The man who when in Victoria is noted for his immaculate collars, and who would be rendered miserable if an office colleague were to point out a grease-spot on his carefully pressed clothes, cheerfully exists for two days in some far away creek or bay in a filthy pair of duck inexpressibles, and an old coat, with two days' beard and unbrushed hair. At his "mess" he would earnestly berate the boy over a glass not carefully wiped, a hair in his soup, or a serviette showing traces of previous use. Beyond Fu-tau-mun, or even in some more easily accessible bay, he will uncritically devour "chow" that has been inexpertly cooked on a "chattie," and cavil never an instant because the spoon that turned the eggs and sliced potatoes in the frying-pan is the only one available with which to dig out the condensed milk. His bed at night is a splintaker sail spread on the floor of the boat, and his "chole hazri" on waking is just what he feels energetic enough to prepare for himself. All the way back to Hongkong he is care-free and aglow with the happiness he has found, and immediately he steps ashore, he is once more a prey to convention and a victim to the petty worries that civilization imposes. How is it these should be so important in the street, and so easily disregarded by him in the wilds? The suggestion is that the voyager is a phenomenon of reversion, and that the magnet of civilization only pulls when one comes within its limited radius of attraction.

A Consular convention between the Dutch and Japanese Governments, with regard to the Dutch colonies in the East Indies, was signed on April 27th.

On Sunday night three men were taken from a house at 192 Wellington Street to the Government Civil Hospital suffering from the effects of poisoning after having eaten a fowl. Two of the men have since died.

Last week there were 133 cases of plague, 109 being fatal. In the 48 hours following, there were 22 cases of which 15 were fatal. Thus at noon yesterday the totals stood at 539 cases, and 447 deaths. Other communicable diseases have dwindled to practically unimportant figures.

A notification appears in another column that the Boa Vista Hotel, Macao, will be let by public tender on a three years' lease from the 1st proximo. The upset value of the lease is \$3,500 per annum, corresponding to \$330 a month.

The argument in the murder trial will be heard before the Chief Justice on Thursday. It will be remembered that the three prisoners were at the Supreme Court last Thursday found guilty of the triple murder near Shatin in December 1903 but sentence was deferred on the application of the Hon. Dr. Ho Kai on the ground that a material point of evidence had been omitted.

In the multitude of prisoners there is variety of excuses, and when seventeen defendants were brought before Mr. Wood at the Magistracy yesterday there were as many different excuses. Among the number were: "Went there to buy oaks, went there to rest, just came in, just finished washing my hair, took the baby there, went to see my uncle, went to see a friend, went to see my partner, went there to borrow two dollars, etc. The first two were fined \$4 each, the next thirteen \$3, and the two women were cautioned.

Mr. F. E. Smith, M.P., said at Huddersfield that, as a test of whether the supporters, in Parliament of the Licensing Bill, were in earnest about the presence of alcohol being a temptation, he proposed in a few weeks to introduce a Bill that, having regard to this feeling in the Government, no alcoholic drinks be sold within the precincts of the House of Parliament. He would watch where the support to the Bill came from. The Chancellor of the Exchequer he added, went to try to keep Mr. Churchill's seat at Manchester, and offered to bet that old-age pensions would be established in twelve months. It was an admirable offer by a member of a Government which had introduced a Bill to prevent street betting.

The German transport "Rhein" arrived in port yesterday on her way to Tsingtau carrying 48 officers, 61 petty officers and 1,062 men. Most of the officers and men spent the day ashore. She leaves to-day.

At the Supreme Court yesterday afternoon the Hon. Mr. Pollock, K.C., submitted a document which had not been stamped and before the Chief Justice would accept it as evidence he imposed a penalty of \$30, the fine being ten times the value of the stamp which should have been used.

At the shipbuilding yard of Messrs. W. Bailey & Co. on Sunday the steamer "Hanping" was launched for the Hanyang Iron and Steel Works, Hankow. Miss Queenie Lambert performed the christening ceremony. The vessel, a steel screw steamer, is the largest yet launched by the company.

The return of visitors to the City Hall Library and Museum for the week ending the 31st May, 1908, shows that of non-Chinese there were 283 to the Library and 110 to the Museum and of Chinese 143 to the former and 1,629 to the latter. The Library was therefore used by 426 persons and the Museum by 1,739.

Negotiations are in a forward state for the acquisition by the Admiralty of about three hundred acres of additional ground at Rosyth for the erection of a large explosive factory. The proposed site of the factory is about two miles westwards from the Admiralty's present western boundary at Rosyth, and consists of cultivated land. The price, which, it is understood, has been practically agreed upon, has not been disclosed.

Count Zeppelin's new ship No. 4, which is almost completed, will have cost £20,000. It is 444 feet in length the diameter of the balloon is fifty feet, and it will be driven by three Daimler motors, each of 140 horsepower. Count Zeppelin hopes that the new balloon will attain a speed of forty-seven miles per hour and calculates that it will be able to travel without landing for about 1,341 miles. It will be provided with searchlights for night travelling, and a complete apparatus for sending and receiving wireless telegraphic messages.

The reward for hard work and meritorious conduct was awarded at Montenegro a few days ago to Mile. Louisa, who was crowned with a wreath as "rosiere" of the town, an honour which falls only to the most industrious and respected. The mayor, who conducts the ceremony, remarked that the town should be proud of so blameless a life as the "rosiere's." The same evening the "Mail" says "the paragon eloped with one of the local policemen, a married man."

It seems that, unlike an osculatory demonstration, a blush can be scientifically defined. A physician attempts it as follows:—A blush is a temporary erythema and colorific effluence of the physiognomy, etiological by the perceptiveness of the sensorium when in a predicament of unequilibrium from a sense of shame, anger or other cause, eventuating in a pruritus of the vasomotor nervous filaments of the facial capillaries, whereby, being dilated of their elasticity, they are suffused with radiance emanating from an intimidated procris.

A German freight vessel, which recently arrived at Boston from Calcutta, had on board 400 monkeys, a number of tigers, leopards, and snakes, and a big cargo of rum and molasses. When about a week out an orang outang got loose and went around breaking open the monkey cages. Before the crew could stop him the 400 monkeys were roaming around the decks. They got into the cargo, got drunk on rum, and emptied molasses over everything. To add to the trouble the tiger and leopard also broke loose. The crew was powerless, and the ship was given over to the animals she decked.

Last month at the City of London Chess Club, Dr. E. Lasker, the chess champion of the world, played singly against a strong team composed of twenty amateurs, including many well-known players.

Appendix to the score:

A. Stephens	...	F. Wilkinson	...
B. P. Mitchell	...	C. E. Wood	...
E. G. Sergeant	...	G. E. Wainwright	...
C. J. Wood	...	R. C. Griffith	...
C. Hemond	...	E. Morgan	...
E. McDonald	...	H. J. Snowden	...
H. S. Barlow	...	G. F. Williams	...
T. B. Ross	...	J. H. Blake	...
A. Alcock	...	E. O. Moggridge	...
A. C.	U. A. Bamble	...

It will be seen that Dr. Lasker did not lose a single game, though a large number of games were drawn, only one being unfinished at a late hour.

Several engineers and about 40 hands of the Baltic shipbuilding yards have left St. Petersburg for the Far East in order to put together the gunboats which have been built to act as guard-ships on the River Amur. The component parts of the gunboats were recently despatched by rail to Khabarovsk, where their reconstruction will be effected. The workmen selected will receive double wages during this period of their employment. Many of them are accompanied by their families and have expressed the wish to settle in the Ussuri district after the work on the gunboats is finished and assist in the construction of the Amur Railway. The Ministry of Finance has decided upon issuing through passenger tickets from London, Paris, Brussels, Antwerp, Berlin, and some other European cities to Vladivostok, and thence to the principal Japanese ports. The sea passage will be accomplished on vessels of the Volunteer Fleet. The new tariff which has been decided upon will come into force on July 14th.

Sir T. Fowell Buxton, Bt., presided at the 109th annual meeting of the Religious Tract Society held last month in the Queen's Hall. The society is engaged in raising a special fund of £20,000 for immediate expenditure in the distribution of Christian literature in China. Speaking of "the awakening of China," Professor A. Macalister, recently returned from the Far East, said that so far books on science were very scarce, and those which came from Japan were, unfortunately, nearly all on materialistic lines. Through the English Nationalist Press the books of Herbert Spencer, J. S. Mill and others were held up, while the teaching of Christ was looked upon as an anachronism. One feature of the "awakening," which foretold the imminence of a wonderful change, was the prevailing spirit of militarism. Formerly the soldier was despised, but now there was compulsory military training in every Government school.

No sane Englishman will question the soundness of the conclusions expressed in Lord Fisher's contribution to the new issue of the "National Review." He points out clearly and simply the enormous changes which have taken place in the balance of sea power during the last two decades, and shows that while the rise of the Japanese power in the Far East, and of the American navy in the Western Pacific have taken away the supremacy we formerly enjoyed in those waters, it is really the development of Germany's navy that has transferred the centre of gravity of maritime power to the North Sea, and it is with the future of that navy that we are most concerned. We have no right to carp at Germany for having great naval ambitions, but we have a right, as well as an obvious duty, to watch every step of her progress, and to take measures for keeping our own fleet in a condition to meet any possible emergency. If there is to be a race between the two countries it may be concluded in the spirit of friendly rivalry. But it is a race in which we must win, at any cost, for the alternative is decay and disintegration.

The Agent-General for Queensland is asking for tenders for a combined passenger and cargo service to Brisbane, calling at Thursday Island, Townsville, and Rockhampton, via Torres Straits. Tenders must be in by July 15, at which date the Premier of Queensland, the Hon. William Kidston, will be in London. The service is to be four-weekly, and the tenders may be for five, seven, or ten years. The vessels must have a net tonnage register of 3,000 tons minimum, and each vessel must have refrigerating space of 80,000 cubic feet. White men must form the crew, and the length of the voyage is set down at 50 days London to Brisbane, and vice versa. The outward steamers are required to carry emigrants at £12 per statute adult. The British India Company formerly ran a subsidised line to Queensland ports, via Torres Straits, with great acceptability to all interests in that colony. When it was first started early in the 'eighties, the subsidy was £5,000 a year, and in a modified form the service was renewed at £19,000 a year when the original contract ran out. Since 1903 the monthly steamers of the British India Company to Queensland ports take the Cape route. The Torres Straits route has great possibilities for British steamship companies. Travellers would find the fine weather voyage, the call at Java, the picturesque volcanic island route through the Arafura Sea, and the scenery down the northern coasts of Queensland most attractive.

ARRIVAL OF THE "KALGAN."

Messrs. Butterfield & Swire despatched the s.s. "Teon" (Capt. Outerbridge) at six o'clock yesterday morning to search for the missing steamer "Kalgan," and H.M.S. "Astrea" left the Harbour at seven o'clock on the same mission. When the cruiser was about thirty-five miles out from Hongkong she received a message by wireless telegraphy stating that the "Kalgan" had been reported from Gap Rock. The "Astrea" thereupon steamed after the "Teon" and reported the intelligence. Both vessels returned to the Harbour about 12 when the "Kalgan" also came in. The "Kalgan" (Capt. Lowe) left Hoilo for Hongkong on the 24th ult. at daylight. The wind was then S.E., but she subsequently shifted to South. After passing Cobia Island at 2 p.m. on the 25th ult. the ship encountered the full force of the typhoon and was driven out of her course to the vicinity of Lingayen Gulf where the Captain deemed it prudent to seek shelter and he anchored there for forty hours until the typhoon had passed away to the North East.

The "Teon," it may be added, left Manila on the 23rd ult. and ran right across the track of the typhoon. She reached Hongkong on Saturday morning, twenty-four hours late.

THE KAISAR AND THE NUN.

The special correspondent of the *Neues Wiener Tagblatt* at Corfu relates the following interesting incident:

The German Emperor, since he came to Corfu, has visited various ancient churches and monasteries to inspect old church paintings. He visited also "Death Island," where an ancient nunnery exists. The Royal visitors, arriving unexpectedly, found the superior, cleaning the church lamps and two nuns scouring the floor. The Kaiser entered into conversation with one nun, while King George acted as interpreter. The Kaiser asked the nun, who is thirty-five years old, how long she had been in the nunnery. She replied, "About twenty years." The Kaiser remarked that she must have commenced her "nunnery" very early. She said, "At sixteen." "His Majesty then asked, 'What caused you, when so young, almost a child, to renounce the world and its pleasures?' Some great misfortune?" She answered, "No; only love for God. And you, who have remained in the world, what pleasure do you find in it?" The Kaiser, without replying, asked, "Did it cause you no sorrow to forsake your youth?" She said, "What is youth? A dewdrop in the field, which Nature gives in the night and which disappears with the first rays of the morning sun." After this the Kaiser left her, shaking his head.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

AMERICAN FINANCIAL REFORM.

LONDON, 1st June.
The United States Senate has adopted the Currency Bill. Senator Lafollette spoke for nineteen hours.

OBITUARY.

LONDON, 1st June.
Sir John Evans is dead.

THE DERBY.

LONDON, 1st June.
Betting on the Derby is 6½ to 1 against the King's horse Perrier and Norman III and 7 to 1 against Mountain Apple, and 8 to 1 against Sir Archibald.

[N.C. Daily News Service.]

CHINESE DESPERADOES IN KOREA.

Tokyo, May 22.
Telegrams from Seoul announce that in view of the state of uneasiness produced by 300 Chinese poachers in the north of the Phougan province, a Customs cutter was dispatched on Wednesday.

The Chinese, however, fired upon the cutter and captured five Japanese warders.

Japanese gunboats and the Chinese Consul have hastened to the scene.

HONGKONG SANITARY BOARD.

A special meeting of the Sanitary Board was held on June 1st at the Board Room. The Hon. Dr. J. M. Atkinson (president), presided, and there were also present Captain Lyons, Hon. Mr. Irving, Mr. Lau Chu-pak, Mr. Fung Wa Chun, and Mr. McI. Messer, (Secretary).

The President said they would be glad to hear that the second outbreak of rinderpest at the Dairy Farm was now over, and the premises had been disinfected. It was only necessary for the Board now to rescind the resolution passed declaring the place to be an infected area. He moved accordingly.

Mr. LAU CHU-PAK seconded, and the resolution was carried.

This was all the business.

THE ORDER OF ST. MICHAEL AND ST. GEORGE.

BISHOP'S EXTRAORDINARY CLAIM.

The Prince of Wales, as Grand Master and first and principal Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, was present at the annual service of the order in St. Paul's Cathedral in commemoration of St. George's Day.

His Royal Highness was accompanied by the Princess of Wales. Members of both the Service and the Order were present at the ceremony, and resplendent in full uniform and badecked with orders, they made a glittering spectacle in the Cathedral.

One looked in vain, however, for the gorgeous mantle of the order of blue satin lined with scarlet silk and the ostrich-plumed headdress, for it had been decided that full robes were not to be worn.

All the chief officers of the order, the Duke of Argyll (Chancellor), Sir Montagu O'Malley (Secretary), Sir Francis Hopwood (Registrar), Sir William Baillie Hamilton (Officer of Arms), were at the west door to receive their Royal Highnesses.

Other members present were Lord Stanmore, Field-Marshal Sir Evelyn Wood, Viscount Knutsford, Sir John Kirk, Earl of Onslow, Earl of Kintore, Earl of Jersey, Sir Cecil Smith, and Sir Charles Rivers Wilson.

The service, which included the roll-call of the order and ended with the National Anthem, was held in the chapel of the order, which is situated in the nave just to the south of the great west door. The little chapel itself could not contain the whole of the distinguished company, which overflowed into the body of the cathedral itself.

Bishop Montgomery, the Prelate of the Order, in the course of his sermon said:— "Since we have met here for worship one's eye is at least half-taken in such a direction. I have been able, kneeling here in your chapel, to bring before God the name of every member of this order, 1186 in all, each taken separately, after first reading the record of his work printed in our books. By an hour at a time for many days this pleasant task has been made possible."

Following the sermon, Sir William Baillie Hamilton read the list of members who had died during the past year, all present at the service reverently standing, and a service of commemoration was read.

After the blessing the National Anthem was sung, and their Royal Highnesses were then conducted to their carriages.

Mr. C. J. Carter, the great will open, arrived in the Colony yesterday, and magician a season of wonderful entertainments in the City Hall on Thursday night. The bookings at present are very satisfactory.

SUPREME COURT.

Monday, 1st June.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE
(Sir F. Piggott).

CLAIM AGAINST THE RUSSO-CHINESE BANK.
Li Yan Sam v. the Russo-Chinese Bank. This was a special jury action in which the plaintiff claimed \$41,416 from the defendants, being money alleged to have been handed to defendants for transmission to Shanghai on behalf of the plaintiff, Mr. M. W. Slade, instructed by Mr. C. H. Bavis, appeared for the plaintiff, and Hon. Mr. H. E. Pollock, K.C., instructed by Mr. Gedge, of Messrs. Johnson, Stokes and Master, appeared for the defendants. The special jury was empanelled as follows; Messrs. D. W. Craddock (foreman), H. P. White, W. B. Walker, W. L. Carter, A. O'D. Gourdine, E. G. Barrett, C. H. Ross.

Mr. G. P. Lamert was called but exempted by agreement between both parties. The statement of claim set forth that the plaintiff was a banker residing at Nanking and carried on business at 179, Des Voeux Road, under the style of Yee Sun Yuen Koo. On 3rd January, 1907, the plaintiff requested the defendants, who carry on a banking business at Princess Buildings, Hongkong, to transmit the sum of taels 30,000 to Shanghai by telegraph and paid to the defendant \$40,961.39 being the amount demanded by them. They gave to the plaintiff a written acknowledgment of the receipt of the \$40,961.39 but the defendant did not transmit said sum or any part thereof to Shanghai, and on the 24th January 1907, plaintiff demanded repayment of the amount stated but defendants had not repaid the sum. The plaintiff therefore claimed \$40,961.39 and interest thereon from the 24th January 1907 at the rate of 5 per cent per annum until payment or judgment.

The defence was a denial of having been asked to transmit the money stated to Shanghai or having received the \$40,961.39.

Mr. Slade in opening said that the plaintiff carried on business in many places in China and he had a branch in Hongkong which was maintained almost entirely for the purpose of receiving and transmitting money for the active working branches in this part of China, such as Canton and Swatow. The business was a large one and there was transmitted to Shanghai chiefly by telegraphic transfer as much as three or four million taels a year. The practice of the firm was to obtain quotations from individual banks from day to day and to send by the bank which offered the cheapest rate. During the eighteen months prior to the transaction of 3rd January, 1907, the plaintiff transmitted over 80,000 taels through the defendant bank. Plaintiff's manager here having received the money would make inquiries from the various banks of course dealing with the compradores—as to the rate of exchange. Mr. Slade then detailed how the manager used to interview the compradore of the defendant bank to ascertain the rate, and after it had been confirmed by the manager of the bank, obtain an order in writing. At the time in question the same procedure was adopted as in the 30 or 40 previous transactions. Plaintiff's manager saw the compradore of the defendant bank and arranged for the transmission of taels 20,000 at the rate of 73½, the agreement being that he would bring the money to the bank next morning. On arrival at the bank next morning he arranged for an additional taels 10,000, but the rate quoted then was 73½. The compradore wrote on a slip of paper the amount, the rate of exchange, and the sum of \$41 deducted from the total, this being a return of part of his commission which the compradore was in the habit of giving to his Chinese customers. This was the practice of bank compradores, the commission allowed in this instance being \$1 per \$1,000. Having received the account, the manager went away and returned with the money, which he paid over and got his book chopped. He then telegraphed to Shanghai announcing that he had remitted the money, and he made the usual entries in his book. Three or four days afterwards he received a telegram from Shanghai complaining that the money had not been paid, and when he went round to the bank the compradore told him not to worry as such delays were not uncommon. Still the money was not paid and when he went to the bank again the compradore said the bank manager would write on the matter, there being no reply forthcoming, the manager placed the matter in the hands of a solicitor and when he wrote the Bank denied all knowledge of the matter. Shortly afterwards the compradore informed the plaintiff that he was sorry he had treated him badly, as he had temporarily used the money, and had been surprised by the solicitors' letter. When pressed, the bank denied liability and a letter written by the compradore was sent to the manager of the plaintiff firm in which the writer admitted appropriating the money with full intention of repaying, but tightness of money preventing him from doing so at present. He would however raise several thousands from his friends and give promissory notes for the balance. In flowery language he wrote of his not daring to show his face nor his eyes, and asking the plaintiff who belonged to a rich and noble family to consent to the arrangement which he proposed and lay up a store of good deeds. Plaintiff declined to have anything to do with this arrangement, and looked to the Bank for payment.

Evidence was given and the case adjourned.

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CORRESPONDENCE.

BARKING NUISANCE.

[TO THE EDITOR OF THE "DAILY PRESS"]

Hongkong, 1st June.

Sir,—During the summer months, the Murray Parade Ground is the scene of a regular pandemonium of dogs. In the daytime, herds of them can be seen creating a disturbance, which, added to the general bustle of the place, electric trams, coolies, etc., has a nerve-jarring effect on the public. However, this is not of much consequence, being a more drop in the hubbub and commotion of a city like Hongkong. But when it comes to night-time also, being included in the category of the "dilly meetings" of the canine community of Hongkong, it gives one pause to think, and device some means of getting rid of these nocturnal pests. Just when one is enjoying a hard earned sleep, one is rudely roused from the land of dreams by a series of loud barking, which, by the determined way in which the brutes seem to keep it up, beats everything, not even barring a deranged gramophone. It is then that one feels a strong inclination to hurl boot, tin-can, bottle, in fact anything hard, at the heads of the noisy brutes. It is a crying shame that such a wretched state of affairs should be allowed to exist. Perhaps, at first sight, it seems impossible to remedy matters, but after all, it is very simple. Those who have the good fortune to possess dogs, or rather, the misfortune (since they do not know how to keep them in check) should take the precaution of having them chained up for the night, or employ any other means by which access to the Parade Ground might be effectively prevented at unseemly hours of the night. Otherwise, an air gun and a few slugs will help to impress upon the animals the inadvisability of creating their devilish barking at a time when Hongkong is supposed to be asleep.

Yours, etc.,

DISTRACTED.

THE IMPERIAL GOVERNMENT AND THE COLONY'S REVENUE.

[TO THE EDITOR OF THE "DAILY PRESS"]

Sir,—Every ratepayer in the Colony, I feel sure, would be ready to attach his signature to the memorial suggested by Mr. G. A. Watkins praying the Imperial Parliament to relieve the Colony of the burdensome impost of a Military contribution estimated for the current year to amount to \$1,231,000 by way of compensating the Colony for the loss of revenue from the lease of the opium monopoly. Whether the Imperial Government will be as prompt to compensate as they are to deprive is very much open to doubt. Still, if I am not mistaken a promise of compensation was made to India, and, if that be so, there can be no sound reason for denying compensation to the colony of Hongkong.

Until the mail arrives with a full explanation of the telegram sent by the Secretary of State to the Governor nothing can be usefully added to what has already been said on the subject. Many have hastily jumped to the conclusion that the instructions received from the Imperial Government amount to a sacrifice of the total sum the Colony receives from the opium monopoly (which figures in this year's Estimates at \$1,421,000). Personally I cannot see that such a heavy sacrifice is involved. Merely to close the public opium-smoking places will, I imagine, in the long run, compel the opium farmer to shut up shop entirely. The closing of these places will not suppress opium smoking, and I question whether the opium farmer would find his income very materially reduced. Closing the licensed houses simply means making opium smoking in the homes of the people much more common than it is now. The Hongkong Government are no more able to suppress opium smoking than the Japanese Government have been able to suppress it in Formosa. Japan recognised when she annexed Formosa, that the instant total suppression of opium-smoking meant sentence of death to hundreds, and the Government humbly decided on restrictive measures which involved the licensing of individuals smokers. Incidentally, it is instructive to note that despite the efforts the Japanese Government has made in Formosa to restrict the consumption of the drug, the import is now greater than ever. The latest official statistics I have are for 1906 in which year the import of opium into Formosa was valued at Yen 3,371,769, as compared with Yen 1,570,347 in 1897, the first year of the Japanese regime.

That is not very encouraging evidence for the reformer, but it gives some support to my suggestion that the opium farmer may not after all find any very considerable diminution in his returns after the licensed houses are closed. Yours faithfully,

OMEGA.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 1st at 11.55 a.m.—The barometer has fallen over the N.E. coast of China, and risen moderately to slightly over S. Japan, S. China and the Philippines.

A band of high pressure extends over S. China and the Pacific towards the Bonins, and pressure is relatively low over N. China and the W. part of the China Sea.

Fresh N.E. and E. winds may be expected in the Formosa Channel, and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	N.E. and E. fresh; fair.
Formosa Channel	Same as No. 1.
South coast of China between Hongkong and Lamooka.	Same as No. 1.
South coast of China between Hongkong and Hainan.	Same as No. 1.

ANOTHER NAVAL DISASTER.

DESTROYER RAMMED BY SCOUT.

The Secretary of the Admiralty regrets to report that during a night attack by Eastern Fleet destroyers the scout "Attentive" struck the destroyer "Gala" in after-part of engine-room.

Fore-part sank shortly after accident, after-part has since sunk. Both parts have been buoyed.

Engineer-Lieutenant Frank A. Fletcher, of "Gala," missing. Remains of officers and crew saved.

Position of accident, Outer Gabbard, North 14, West 12 miles.

This affair, already telegraphed, a Harwich correspondent reports as follows:—

Following hard upon the wreck of his Majesty's ship "Tiger," and "Gladiator," another naval disaster has occurred, this time near Harwich, involving two torpedo-boat destroyers, one of which was completely out of two, while the other had a hole knocked in her. In the case of the vessel which was sunk the circumstances are not unlike those which attended the loss of the "Tiger," although, fortunately, there was not a repetition of the sacrifice of so many human lives, only an engineer-lieutenant being killed on the present occasion.

The warships concerned were the "Attentive," a 25-knot scout, of 2,670 tons, attached to the Home Fleet, and commanded by Commander, Wilmot S. Nicholson; the destroyer "Gala," commanded by Lieutenant Frank Powell; and the "Ribble," another destroyer, of similar type, attached to the same fleet, and commanded by Lieutenant George P. Leith. The officer who lost his life is Engineer-Lieutenant Frank A. Fletcher, of the "Gala."

The accident took place during night manoeuvres in the North Sea. At 2.30 on Monday afternoon the scout "Attentive" left Harwich harbour, accompanied by fifteen torpedo-boat destroyers, for the purpose of frigate exercise, and for midnight attack manoeuvres. They formed the North Division of the Home Fleet, and co-operating with them was the scout "Adventure." They had arrived about fourteen miles north and twelve miles west of the Outer Gabbard, when the order was given to make all lights. On the stroke of midnight, for some reason which has not yet been made public, the "Attentive" struck the "Gala," abaft the engine-room, with a loud crash, and completely out of her in two. The fore part of the "Gala" sank almost immediately, but the after part, with all the crew clinging to it, remained afloat. The "Attentive," it is stated, after getting clear of the "Gala," struck the "Ribble," and knocked a large hole in her port side, flooding three compartments.

At once the seriousness of the situation was seen by the other vessels comprising the flotilla, and they immediately steamed round to rescue the "Gala" from their perilous position. Quickly arrangements were made to tow into shallow water the portion of the vessel which remained afloat. After about an hour's towing shallow water seems to have been reached, and the crew were then rescued.

All accounts point to the fact that Engineer-Lieutenant Fletcher was in his cabin on the "Gala" at the time the collision took place, and that the "Attentive" struck the "Gala" at the spot where his cabin was situated. Telegraphing later the same correspondent says:

After considerable difficulty admittance was gained into this afternoon to his Majesty's ship "Blenheim," where the crew of the "Gala" are at present quartered. The shipwrecked sailors would give no particulars in regard to the collision, beyond stating that the night was very dark, and that they had had a marvelous escape from death. On all hands great sorrow was expressed at the loss of Engineer-Lieutenant F. A. Fletcher. The gallant officer, who was 32 years of age, had only been with the ship a short time.

From what could be gleaned, it appears that the night was extremely dark, and the sea very rough. The destroyers were advancing under mask lights, when, before those on the "Gala" could realise what was happening, the vessel was struck heavily on the starboard side, just abaft the engine-room by the "Attentive." The force of the blow knocked the crew off their feet, and many sustained very serious injuries. "Attentive" plunged her way clean through the "Gala," smashing her plates as if they had been paper. As the after part of the vessel floated away, the men on that portion of the destroyer endeavoured to clamber on to the fore part of the ship, and several jumped into the sea. Immediately after the collision all lights were shown by the "Attentive," which, immediately she got clear, lowered her boats. The "Adventure" also speedily despatched her boats to the scene of the accident.

Both parts of the "Gala" sank in twenty-five fathoms of water. In response to a wireless message to Harwich, Commodore Baily, with the destroyer "Garry," proceeded to the scene of the disaster and took the "Gala's" crew on board, and landed them on the Blenheim at 9.45 in the morning.

The damaged destroyer "Ribble," which was struck by the "Attentive" after the "Gala" had been out in two arrived in Sheerness Harbour under the convoy of the scout "Adventure," sister-ship to the "Attentive," and taken to the No. 2 Dock with great despatch. The "Ribble," although damaged, remained with the "Gala," assisting in the work of rescue, notwithstanding that water was entering her own fore compartments. The damage to the vessel can be repaired in three weeks.

Interviewed at Harwich, an eyewitness on board the "Attentive" said:

The night was pitch dark, but the sea was very calm. It was an extraordinary midnight attack, the destroyers fitted in number, attacking the scout "Attentive" and "Adventure."

Shortly after ten o'clock all lights were ordered to be masked. At 10.30 the destroyer "Ettrick" made a most successful attack on the "Adventure."

The third division then advanced at a speed of twelve knots, the "Gala," "Ribble," and "Teviot" forming this division. The first indication of danger was the green navigation lights which appeared in dangerous proximity to the "Attentive."

Seeing that a collision was bound to occur, orders were given for all the "Attentive's" search and other lights to be switched on. This had scarcely been done before the collision took place, the "Attentive" striking the "Gala" on the port side. But the impact was scarcely felt on the "Attentive." The position struck was just abaft the engine-room, and the "Gala" was out completely in two. The forepart of the "Gala" swung in the air, and then upended, and all the articles on the deck rushed into the water. In this position the forepart hung, as it were, suspended for quite fifteen minutes, and then sank. The afterpart has with this time floated away.

Boats were at once ordered out, and the wireless telegraphic apparatus got to work on the "Attentive," calling for assistance. Lifeboats were thrown overboard, for it could be seen that several of the "Gala's" crew, who had originally rushed upon the deck from their hammocks, had jumped into the water.

The other members of the crew on the afterpart of the ship were next discovered, working

well in hand, under the direction of the "Gala's" commander. They had already launched one of their boats, when the boats from the "Attentive" came alongside, and took them off. A laughable incident, though pitiful in the extreme, was witnessed. Just as the last boat was about to take its crew to the "Attentive" there was soon standing in the torn fragments of the "Gala" sea destroyer, supporting a skeleton. These men had been asleep in the captain's pantry, and had only been awakened by the shouts.

The men on the after-part of the "Gala" were very cool and collected, as shown by some of them wishing to go back and search for the captain's fox-terrier "Peter," the ship's pet. They were, however, persuaded from their laudable desire, and quickly they were got on board the "Attentive" in various stages of undress. Blankets were sent out to them, and one stoker, attracted only to a flannel shirt and blanket, ironically called out as he proceeded to go below, "I don't hear anything about the hymn of the blooming sons."

Just previous to this interlude, which was greeted with laughter, the roll-call had been made, when it was found that Engineer-Commander Fletcher was missing. A search was made, but the gunner of the "Gala" stated that when the domestic and detector were being rescued he directed some of the crew to the theory is that Lieutenant Fletcher, who was asleep in his cabin at the time of the collision, was killed, as a bloodstained pillow was seen floating amongst the wreckage.

The after-part of the "Gala" remained afloat for close upon two hours, and just as she settled down in twenty-five fathoms of water, the peak of the vessel sprang out of the water. The informant, said he was a brave lot. He had been in two collisions previously, and had never seen men behave better under similar circumstances.

The torpedo-boat destroyer "Gala," which has been out in tow and sunk in the North Sea, is a comparatively new ship. She is one of the "River" class, a stout type, which was designed subsequent to the loss of the "Cobra" with such terrible sacrifice of life. She is intended to produce a vessel which would be stronger than those hitherto constructed, and a measure of speed was sacrificed in order to obtain greater strength in the hull. That this end was successfully achieved is shown by the fact that after the "Gala" had been rammed by the "Attentive" and riven in twain the two ends, thanks to the watertight subdivisions, remained afloat for some time, enabling the crew to be rescued. Their escape from death in the darkness of the night was entirely due to the wonderful manner in which the severed ship kept afloat after the collision. Indeed, on a portion was so buoyant that it was hoped to tow her into Harwich, an intention which had, unfortunately, to be abandoned subsequently.

The character of the work put into the "Gala" is responsible for the fact that only one life has been lost, instead of there being a destruction of anything from fifty to seventy to deprive.

The "Gala" was built by Messrs. Yarrow and Co. at Poplar, and ran her trials with great success in 1905. She is one of a large class, all named after rivers. Her principal dimensions were as follows:—

Launched	1905
Tonnage	570
Length (feet)	222
Beam (feet)	22½
Depth (feet)	9½
I.H. power	7,500
Speed (trial)	25.9
Coal capacity (tons)	95
Armament	4 12-pdr 2
Corp. d. tubes	2
Cost	About £20,000

The "Gala" was under the command of Lieutenant Frank Powell, an officer of nearly ten years' seniority in his rank, who took over his duties in August of last year, after serving in the destroyer "Vigilant" a nuclear and crew vessel at Portsmouth, for eighteen months, and prior to that he was one of the officers of the Naval Barracks at Portsmouth, following upon a period of sea service in the Mediterranean and China Squadrons. He is the eldest son of Vice-Admiral Sir Francis Powell, who was formerly in command at Hongkong.

Engineer-Lieutenant Frank A. Fletcher, who was lost in the collision, was promoted from Assistant Engineer to Engineer-Lieutenant in July, 1901. Since November, 1903, he had been attached to the destroyer "Hamphire," and only recently succeeded to the command of the "Gala" on the 25th of May, 1908, when he was appointed to the "Gala" by the Admiralty.

The deceased officer is a native of Stoke, Devonport, where his father is well known as a coach for dockyard apprentices. As a student at the Royal Engineering College, Keigham, he achieved great success. He had passed the qualifying examination for promotion to the rank of Engineer-Lieutenant, and was only recently promoted to the rank of Engineer-Lieutenant on the 25th of May, 1908, when he was appointed to the "Gala" by the Admiralty.

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PENNY TELEGRAMS FOR THE EMPIRE.

MR. HENRIER HEATON'S LATEST PROPOSAL.

Mr. J. Henniker Heaton, M.P., contributes an interesting article to the current number of the "Financial Review of Reviews," explaining his proposal for penny-a-word telegram throughout the world.

Mr. Henniker Heaton declares that the whole world is suffering from the exactions of a cable monopoly which charges for its service at a rate which is not justified by the cost of working, and he gives figures to show that the only problem to be solved is that of placing on each wire the maximum load. If that were done, he declares, penny telegrams would pay for working.

As a preliminary he proposes that the Home and Colonial Governments, acting together, should acquire not only all the land telegraph lines but all the inter-imperial cable lines at a fair valuation and work them for the benefit of the whole people.

For a quarter of a century I have been in active correspondence with the Postmaster-General of England," he says, "but, able men as they were, I can unhesitatingly assert that we have never yet had an Imperial office of the kind—by which I mean one with Imperial instincts. During this long period there has only been one conference of the Postmasters-General of the Empire in London.

"I am confident of seeing a Penny Telegram Service in full operation for the entire Empire, the omnibus and tedious operations of the Post Office being reserved for the transmission of valuable documents, newspapers, circulars and parcels.

"There is an increasing demand for cheaper telegrams to our Colonial Empire. The immense distances to be covered explain this. It takes from two to twelve or thirteen weeks to exchange letters with a Colonial correspondent and in order to avoid such a loss of time—some thousands of people would be willing to spend a moderate sum in telegraphing social or family letters.

"How we have two nations, Britain with some forty millions, and America with eighty-five millions. Parents and friends are left in the old country, and the young sons who go to the States or Canada often settle down and marry, and so form and strengthen the bond of union between the Old and the New Worlds. Yet of the great total of 100 million people not one family in one hundred cables one word in a year."

ENGLISH WEATHER.

STREETS CONVERTED INTO RIVERS.

A London paper of April 30 says:—

Exceptionally heavy rainstorms were experienced in the south and west yesterday. More than half an inch of rain fell in London, and almost all the southern counties, while more than three-quarters fell at Eastbourne.

Buckingham was visited yesterday by a flood unequalled for half a century. Many houses were flooded to a considerable depth. Five public-houses were compelled to close. Water covered the iron bridge in Ford street, and Well-street, Nelson-street and Tingewick-road were impassable to vehicular traffic.

Much damage was done to property in the town, and crowds assembled on London-road bridge to watch garden frames and other wreckage carried through the arches. The two outer parades of the streets with a bell claiming that owing to the gas works being flooded, there would be no gas last night. The first engine was engaged to pump-out water in order, if possible, to retain the fires.

Lord Addington was to have presided last night at a public meeting in the town hall to reconsider the question of acquiring a public recreation ground for the borough, but the site suggested was covered with five feet of water, and the town council announced that the meeting had been postponed.

For miles along the sides of the river, fedges and gardens are covered with water, the houses and many are not being discernible. In many places the roads are impassable. A pathetic incident was the action of a pair of swans in attempting to remove their nest on a small island to higher ground, but eventually it was covered with water.

Telegraphing last night, our

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and should be sent in before 11 a.m. on day of publication. After that hour, the supply is limited. Only supplied for Cash. Telegraphic Address: Press, Codes: A.B.O., 5th Ed. Lieber's. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

BY ORDER OF THE MORTGAGEES.
PUBLIC AUCTION

Messrs. HUGHES & HOUGH have received Instructions to Sell by PUBLIC AUCTION On WEDNESDAY, the 10th day of June, 1908, at 12 o'clock Noon, at their AUCTION ROOM, No. 8, Des Vaux Road, Central, (Corner of Lee House Street), IN ONE LOT THE VALUABLE LEASEHOLD PROPERTY known as

INLAND LOT No. 118 with the Premises thereon known as Nos. 18, 19, 20, 21, 22, 23, 24 and 25, ELGIN STREET, Nos. 50, 51 and 54, FEEL STREET and Nos. 28, 29, 30, 31, 32 and 33 STANTON STREET. Area 16,317 Square feet. Crown Rent \$72.00. Particulars and Conditions of Sale may be obtained from the Venditor Solicitors, Messrs. DEACON LOOKER & DEACON, 1, Des Vaux Road, Central, and also from THE AUCTIONEERS. 921 Hongkong, 2nd June, 1908.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after 4 P.M., the 3rd June, will be landed at Consignee's risk and expense. No Free Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers. 16 Hongkong, 1st June, 1908.

SANTA CASA DA MISERICORDIA OF MACAO.

NOTICE.

IT IS HEREBY NOTIFIED for Public information that, at Three o'clock in the afternoon of the 30th June of the current year, before the Board of Directors of the SANTA CASA DA MISERICORDIA OF MACAO, the adjudication by PUBLIC AUCTION, will be made of the LEASE of the "BOA VISTA" HOTEL, CANAVERIM, for a period of THREE YEARS, commencing from the 1st July proximo to the end of June, 1911. TENDERS must be submitted in SEALED COVERS.

The conditions for bidding are as follows:— 1. Persons desirous of bidding must Deposit with the Provider of the Santa Casa, before the opening of proceedings, the sum of \$250 as a Pledge of the bona fides of their offer, which sum shall be returned to all those who may not be awarded the Lease, immediately after the adjudication. 2. The TENDERS, which must be in sealed covers, addressed to the Provider, must be delivered to the Board as soon as adjudication proceedings are declared opened, together with the Deposit-Note. 3. Those failing to make the Deposit will not be allowed to bid, nor will their tenders be accepted. 4. The GUARANTEE, which must be given by the successful bidder, immediately after the award will be the equivalent IN CASH OF ONE YEAR'S RENTAL, or a Deposit Note for a like value of any Bank payable to the Order of the Santa Casa; personal bond being unacceptable. 5. The UPSET VALUE of the Lease is THREE THOUSAND SIX HUNDRED DOLLARS per annum, corresponding to \$300 a month. The Clauses of the Agreement-for-Lease can be seen at the Office of the Secretary of the Santa Casa where they can be considered by intending bidders.

ANTONIO MARIA INNOVENCIO MAHER, Secretary to the Board of Directors, Santa Casa da Misericordia. Date at Macao, Chambers of the Santa Casa da Misericordia, 26th May, 1908. 917

WILL NOT REMOVE.

BY courtesy of the SECRETARY of the Hongkong Hotel, we will REMAIN HERE.

NOW SHOWING:

NEW SUMMER GOODS,

All Varieties, Most Reasonable Prices.

HOOSAIN-ALI & Co.,

25, Queen's Road Central, Under Hongkong Hotel. Hongkong, 1st June, 1908. 651

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE

AT HONGKONG

FOR DEMAND DRAFTS ON BOMBAY.

On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver.

FROM 1893 TO 1905;

RATES FOR SOVEREIGNS, GOLD LBS, BAR SILVER (From 1900), and other useful information.

PRIOR: \$1 CASH.

On Sale at the "DAILY PRESS" Office, or Local Bookellers.

NOTICES OF FIRMS

NOTICE.

I HAVE This Day authorized Mr. E. CHANDOOBHAY to Sign my Firm. E. PABANEY. Hongkong, 1st June, 1908. 913

NOTICE.

NOTICE IS HEREBY GIVEN that from this date Mr. E. BRAHIM A. TYERHAY Takes Charge of our Firm in place of Mr. E. BRAHIM A. TYERHAY who is leaving the Colony. Dated the 1st June, 1908. 814 ABDOLALLY E. BRAHIM & CO.

THE HANGWEY CO., WATCH-MAKERS &c., No. 6, BONHAM STRAND EAST.

THE Interest and Responsibility of each and all of us in the above named business entirely CEASED on the 23rd May, 1908, our Shares having been TAKEN UP by CHEUNG HEUNG WING TONG, another Partner of the Company. LEUNG SUNTAT TONG, CHEUNG SUN ON TONG, CHEUNG LIN TAK TONG. Hongkong, 29th May, 1908. 802

NOTICE.

KWONG WOO, JEWELLER, Etc., of 65, Queen's Road Central, begs to inform the General Public that he has never heretofore acted as Guarantor for any person or persons, and should such be done in future the documents must inevitably bear the Signature of his Sole Representative, Mr. CHEUNG KING SOH. Hongkong, 9th April, 1908. 821

INTIMATIONS

HONGKONG JOCKEY CLUB.

NOTICE.

OWING to the Ground being opened up in connection with the Relaying of Drains, both COURSES WILL BE CLOSED until further notice.

By Order, T. F. HOUGH, Clerk of the Course. Hongkong, 29th May, 1908. 801

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the Club House, on THURSDAY, the 4th June, 1908, at 5.30 P.M., to confirm the Resolution passed at the Extraordinary General Meeting held on the 14th May, 1908, as posted in the Hall of the Club.

By Order, JAMES CRAIK, Acting Secretary. Hongkong, 28th May, 1908. 898

THE YAN ON MARINE AND FIRE INSURANCE COMPANY, LIMITED, 303, DES VEAUX ROAD CENTRAL, 29th May, 1908.

NOTICE IS HEREBY GIVEN that the Board of Directors of the above-named Company require the Payment on or before the 7th day of June, 1908, of the sum of \$5,000 (together with all arrears of interest owing thereon up to the date of Payment, the said sum of \$5,000) being the amount deposited by the Company on the 7th day of January, 1905 with the Wai Wo Bank, in which Bank the above-named LAU HING SHUN was then a Partner and for the Repayment of which he also became surety.

NOTICE IS HEREBY ALSO GIVEN that if default is made in such payment, on or before the 7th day of June, 1908 it is the intention of the Board to sell in such manner as it thinks fit the Shares in the Company numbered 3328 to 3427 (inclusive), of which the said LAU HING SHUN is the Registered holder, and the net proceeds of such sale will be applied in or towards satisfaction of the said sum and interest.

CHAN YUT NGAM, Permanent Secretary. 911

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY, 33, QUEEN'S ROAD CENTRAL. From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1907. 477

SIEN TING.

SURGEON DENTIST.

No. 10, D'ARQUILLAR STREET.

TERMS VERY MODERATE.

Consultation Free. Hongkong, 21st September, 1905. 875

SINGON & CO.

IRON, STEEL, METAL AND HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Shipchangers. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. 660

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily. Sunday excepted, to receive and deliver perishable goods. G. K. HAXTON, Manager. Hongkong 1st April, 1908. 43

NOW READY.

MAIL TABLES

FOR 1908.

Shows the dates of departure of the Mail to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails. Mounted on Card ... 30 Cents. On Paper ... 20 " On Sale at the Hongkong Daily Press Office. Hongkong, 17th January, 1908. 4

INTIMATIONS

THEATRE ROYAL.

GRAND FAREWELL PERFORMANCE

ONE NIGHT ONLY

3rd JUNE, 1908.

MAURICE E. BANDMANN Presents HENRY DALLAS AND

THE BANDMANN OPERA CO. On their return to Calcutta.

TO-MORROW (WEDNESDAY), 3rd June: THE MERRY WIDOW (Die Lustige Witwe).

Prices: \$5, \$2 and \$1.

Booking at Messrs. S. MOUTRIE & Co., Ltd. Hongkong, 21st May, 1908. 878

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

By CHAS. J. HALCOMBE (Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.).

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kwellin, is dedicated to Sir ROBERT HART, G.C.M.G. and Dr. A. J. BARNES.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home. Well bound in Yellow Cloth with Chinese Emblem in Gold.

Price: \$3.50.

To be obtained from Messrs. KELLY & WALSH LTD., Messrs. BURNER & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs. PUNCHARD, LUTHER & Co., to Sell by Public Auction, On WEDNESDAY, the 10th June, 1908, at H.M.'s NAVAL YARD, EXTENSION, commencing at 11 A.M. A Large Quantity of SURPLUS STORES, MATERIAL, PLANT, ROD IRON, &c., &c.

Also THE WRECK OF THEIR OFFICE FURNITURE, DRAWING-BOARDS, COPYING PRESS, CHEST-OF-DRAWERS, TABLES, CHAIRS, COUNTERS, CLOCKS, BAROGRAPH, 3 MILNER'S IRON SAFES; And The Steam Launch "WALLINGFORD" and 2 LIGHTERS.

On View from This Date: Terms—As Usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 28th May, 1908. 897

IMPORTANT AUCTION

OF THE STEAMSHIP "OHIO"

Messrs. WHYMARK & THOMPSON have been favoured with instructions to Sell by Public Auction, At the KORE SALES ROOMS, No. 72, Kyo-Machi, Kobe, on THURSDAY, June 11th, at 11.45 A.M. The Handy Passenger and Cargo Steamer "OHIO," (formerly "Ono I") At this time moored at Higo together with all her Appurtenances, Anchors, Chains, Gear, &c., &c.

Built of Iron in 1886; Gross Tonnage 1019; Net Register, 554 Tons; Cubic Cargo Capacity, 1,000 Tons; Dead Weight, 900 Tons; Bunkers, 200 Tons; Length, 224' 8"; Breadth, 32'; Depth of Hold 14' 6"; Draft fully laden 14' 6"; In Ballast 9'; No. of Holds, 2; Hatches, 2, 20' by 10' and 14' by 10'; Passengers, 27; First Class, 18 Second Class, 250 Stowage; Bulbheads 4; Water Ballast 56 Tons; Woolen Deck; Triple Expansion Engine with 159 Nominal Horse Power; Cylinders, 19' 30" and 50"; Stroke, 38"; Single Ended Boilers renewed in 1896; Working Pressure, 150 lbs.; Speed, 10 Knots; Coal Consumption, 15 Tons; Donkey Engine and Boiler and 2 Steam Winches; Ample Sail-on Equipment for Passengers, &c., &c.

For any other Particulars, apply to THE AUCTIONEERS, 72, Kyo-Machi, Kobe, Japan. 872

TO LET

TO LET.

GOOD OFFICES at 2, FETTER STREET.

Apply to—JARDINE, MATHESON & Co., Ltd. Hongkong, 28th May, 1908. 899

OFFICES TO LET.

2 ROOMS on First Floor, York Building, now occupied by the Hongkong Christian Science Society.

Apply to—KELLY & WALSH, LD. Hongkong, 1st June, 1908. 815

TO LET

TO LET.

FROM 1st MAY.

KOWLOON MARINE LOT 48, Yau-mai, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—HUMPHREYS ESTATE & FINANCE CO., LTD. Hongkong, 18th January, 1908. 221

TO LET

TO LET.

IMMEDIATE POSSESSION? GODOWN at Davies Street, Kennedy Town, lately occupied by the STANDARD OIL COMPANY. Apply—CHATER & MODY. Hongkong, 24th March, 1908. 602

TO LET.

NOS. 27, 31 and 33, SEYMOUR ROAD. No. 81, CAINE ROAD.

Apply to—SAM WANG CO., LTD., 81, Queen's Road Central. Hongkong, 22nd April, 1908. 190

TO LET.

GODOWN, No. 54, DUDELL STREET.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st June, 1908. 823

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply—SECRETARY, A. S. Watson & Co., Limited. Hongkong, 23rd April, 1907. 91

TO LET.

NO. 2, MACDONNELL ROAD.

Apply to—COMPTON'S DEPARTMENT, Nippon Yusen Kaisha. Hongkong, 3rd June, 1905. 188

TO LET.

OFFICES in HOTEL MANSIONS.

Apply to—HENRY HUMPHREYS, Alexandra Buildings. Hongkong, 1st May, 1908. 785

TO LET.

FIRST Class European Houses, Lochiel Terrace and Humphreys Avenue, Kowloon.

Apply to—TAM TSE KONG, Case of Hip On Insurance, Exchange and Loan Co., Ltd., 42, Bonham Street, West. Hongkong, 1st October, 1907. 84

TO LET.

"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 26 Rooms.

No. 1, COLLEGE GARDENS, Furnished. For 6 Months, cheap rental.

OFFICES in Bank Buildings, Top Floor. From 1st July, 1908.

BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldwell MacGregor). OFFICES in Queen's Road Central.

BEILIOS TERRACE HOUSES, ROBINSON ROAD.

No. 3, DUDELL STREET Shop.

No. 2, DES VEAUX VILLAS (P.M.). No. 57, PRAYA GRANDE, Macao.

Apply to—LIVESTAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 5th May, 1908. 89

TO LET.

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office). The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.

Apply to—YEE SANG FAT & CO. Same address. Hongkong, 28th January, 1907. 270

TO LET.

4 and 5-ROOMED HOUSES in Kowloon.

COMMODOUS SHOP in Des Vaux Road Central, Hongkong. Immediate possession. Moderate rentals.

Apply to—HUMPHREYS ESTATE & FINANCE CO., LD. Hongkong, 2nd April, 1908. 643

TO LET.

A HOUSE in KNOTSFORD TERRACE KOWLOON.

Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD. Hongkong, 1st June, 1908. 185

TO LET.

FIRST FLOOR of No. 6, Queen's Road Central, comprising Six Large Rooms and Outhouses suitable for business premises or 6 dwellings, now occupied by FRED. BORNEMANN.

Apply to—DAVID SASSOON & Co. Ltd. Hongkong, 7th April, 1908. 93

TO LET.

12, ARBUTHNOT ROAD—5 Rooms.

Apply to—E. A. & C. F. DE CARVALHO, 14 Arbuthnot Road. Hongkong, 25th April, 1908. 782

TO LET.

"HATHERLEIGH" Conduit Road.

GOUDOWNS in PRATA EAST, Blue Buildings at No. 16B, Des Vaux Road near the Hongkong Hotel.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st June, 1908. 85

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853, HEAD OFFICE—LONDON.

PAID-UP CAPITAL ... £1,200,000
RESERVE FUND ... £1,825,000
RESERVE LIABILITIES OF PROPRIETORS ... £1,200,000

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balances.

On Fixed Deposits for 12 months 4 per cent. for 6 " 3 1/2 " for 3 " 2 1/2 "

JOHN ARMSTRONG, Manager. Hongkong, 14th May, 1908. 115

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,500,000
SUBSCRIBED ... £1,125,000
PAID-UP ... £625,000
RESERVE FUND ... £210,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balances.

On Fixed Deposits: 12 months 4 per cent. For 6 " 3 1/2 " For 3 " 2 1/2 "

EVAN ORMISTON, Manager. Hongkong, 23rd April, 1908.

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP ... Yen 24,000,000
RESERVE FUNDS ... 15,120,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENTS: Tokyo, Nagasaki, Kobe, Osaka, London, Lyons, San Francisco, Honolulu, New York, Shanghai, Hankow, Bombay, Calcutta, Peking, Tientsin, Dairen, Port Arthur, Nanking, Loochow, Mukden, Chungking, Chang Chun.

HONGKONG—INTEREST ALLOWED.

On Current Accounts at the rate of 2 per cent. per annum on the daily balance.

On Fixed deposits for 12 months 5 1/2 per cent. " " " 6 " 4 1/2 " " " " 3 " 3 1/2 "

TAKEO TAKAMICHI, Manager. Hongkong, 24th March 1908. 524

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NEDERLANDS TRADING SOCIETY). ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (\$3,750,000). RESERVE FUND ... FL. 5,378,378 (\$445,000).

HEAD OFFICE: AMSTERDAM.

Branches:—Singapore, Penang, Shanghai, Bangkok, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pascoeran, Tjilatjap, Padang, Medan (Deli), Palembang, Kota Radja, (Acheen) Bandjermasin.

Correspondents at: Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Hongkong, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

LONDON BANKERS: THE UNION OF LONDON AND SMITHS BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.

INTEREST ALLOWED.

On Current Accounts 2 1/2 per cent. per annum on daily balances.

INSURANCES

**NORTH BRITISH AND MEEGAN-
TILE INSURANCE COMPANY.**
TOTAL FUNDS at 31st DECEMBER, 1907
\$17,837,119.

I. AUTHORIZED CAPITAL... \$5,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL... 687,500
II. FUND... 3,388,729 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO.
Agents.
Hongkong, 27th April, 1907. 1146

**THE GLORUS INSURANCE COMPANY
OF HAMBURG.**

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
CARLOWITZ & CO.
Hongkong, 18th August 1908. 28

**AACHEN AND MUNICH FIRE IN-
SURANCE CO.**
OF AIX LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BROCKEYMAN & CO.
Agents.
Hongkong, 21st April, 1897. 114

NOTICES TO CONSIGNEES

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHANWU"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOI, SHANGHAI
AND MANILA.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested
to send in their Bills of Lading for counter-
signature and to take immediate delivery of
their Goods from alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
No Fire Insurance will be effected by us
in any case whatever.
DODWELL & CO., LIMITED,
Agents.
Hongkong, 26th May, 1908. 8

NOTICE TO CONSIGNEES.

THE Steamship

"SARUGA"
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, at
Kowloon, when and/or from the wharves
delivered to be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 2nd June, will be subject
to rent.
All Claims against the Steamer must be
presented to the Undersigned on or before the
30th June, or they will not be recognized.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 2nd June, at 3 P.M.
No Fire Insurance will be effected by us
Bills of Lading will be countersigned by
DODWELL & CO., LTD.
Agents.
Hongkong, 26th May, 1908. 891

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON AND STRAITS.

THE Steamship

"GLENAVON,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., at Kowloon, where
each consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.
Goods not cleared by the 3rd June, will be
subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the
Godowns, where they will be examined on the
3rd June, at 11 A.M.
No claims will be recognized if not presented
within 14 days of the ship's arrival.
MCCLEGGOR BROS. & COV.
Hongkong, 28th May, 1908. 803

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

"ARCADIA"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo :-
From London, &c., at 3 P.M. Mooltan,
From Persian Gulf at 3 P.M. S. N. and
B. & P. S. N. Co.'s Steamers.
Optional goods will be landed here unless
instructions are given to the contrary within
6 hours.

Goods not cleared by the 4th June, at 4 P.M.,
will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the Go-
dows for examination by the Consignees' and
the Company's representatives at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognized. No
Claims will be admitted after the goods have
left the Godowns.

F. J. ABBOTT,
Acting Superintendent.
Hongkong, 28th May, 1908. 1

NOTICE TO CONSIGNEES.

**NORDDEUTSCHER LLOYD BREMEN
IMPERIAL GERMAN MAIL LINE.**

NOTICE TO CONSIGNEES.

THE Company's Steamship

"MANILA,"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Company,
Ltd., at Kowloon, where delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 6th inst., will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 6th inst., at 9.30 A.M.
All Claims must reach us before the 10th
inst., or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

**NORDDEUTSCHER LLOYD,
MELCHERS & CO.,**
Agents.

Hongkong, 30th May, 1908. 5

FOR SALE

FOR SALE.

FINE SITE on the Bowen Road, ready
for Building at a Cheap Price.

PERCY SMITH & SETH,
Accountants & Auditors, &c.,
No. 5, Queen's Road Central.

Hongkong, 16th May, 1908. 853

FOR SALE.

COLLECTIONS OF USED POSTAGE
STAMPS.

3,000 all different for ... \$95

2,000 do. ... \$35

1,500 do. ... \$25

1,000 do. ... \$10

ARTISTIC PHOTOGRAPHIC
MECHANICAL ANIMALS,
STAMP, POSTCARD AND BIRTHDAY ALBUMS.
And all other Philatelic Goods.

GRACA & CO.,
- Hongkong Hotel Corridor.

Hongkong, 9th May, 1908. 645

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS

"CLAREMONT,"

- 2 & 4, KENNEDY ROAD.

Hongkong, 9th February, 1907. 563

SANG MOW.

RATTAN AND GRASS
FURNITURE MAKER.

CHAIRS, TABLES, SETTEES &
LONG CHAIRS.

BAMBOO BLINDS, MATTINGS
in all colours on Sale.

All Orders receive prompt attention.

59A, QUEEN'S ROAD CENTRAL,
HONGKONG.

Hongkong, 29th February, 1908. 401

THORNE'S

OLD VAT

PER CASE \$15

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE
OF GREENOCK AND HAS BEEN SOLD AS SUCH SINCE 1851

SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO. LTD.

As Suppliers to the House of Commons.

MARTIN'S

**APOL & STEEL
PILLS**

For Ladies.

These tiny
Capsules
—superior
to Copaba,
Cubeb, and
Injections—cure
the same diseases as these drugs
in forty-eight hours without
inconvenience.

Each Capsule bears the name **(MIDY)**

FOR DISEASES OF THE CHEST.

**GRIMAULT'S
SYRUP**

OF HYPO-PHOSPHITE OF LIME.

* Prescribed in France for the last
30 years. It retains its reputation for
Consumption, Obstructive Coughs,
Croup, Diphtheria, and Tetanus,
Lungs, and BRONCHIAL TUBES.

SCIENTIFIC MISCELLANY.

AN AEROPLANE MOTOR—THE KITE AS MAIL
CARRIER—A CUBE FOR STAMMERING—
VISUAL ELECTRICITY—A UNIQUE OPERA-
TION—THE LIGHT CARRIED BY BIRDS—
WAVES IN THE PHOTOGRAPHIC OCEAN—THE
NEWEST DISINFECTANT—COMBINATION
MOTOR-FUEL.

While aeroplanes of metal and canvas may be
kept aloft by steam or gas engines, the
maximum possible power with the minimum
weight is needed for the best results, and for
this Prof. Carl Barns of Brown University
has suggested some form of modern explosive,
especially one of those that can be made into
wires or ribbons. A serious difficulty is to
control the great power thus available. Some
plan of cold storage is suggested as an aid in
achieving this end, as explosives generally tone
down with lowering of temperatures, and the cold
of the upper atmosphere may contribute toward
maintaining the proper cooling. The solution of
the problem of flight may possibly depend upon
the grading of the power by means of cold. The
motor would yield all power needed under any
emergency, and would make it practicable to
carry stored energy for long trips.

The carrier-kite for messages that has proven
successful in the trials of S. H. R. Salmon at
Brighton, Eng., is of the rhomboid-box type,
and has a rope 200 feet long, with a drag 66
feet long and weighing 6 pounds. Two tests
with a wind blowing toward France were
very satisfactory, the kite having been picked
up on the first occasion within twelve hours
after having reached Vierville, in France, at a
distance of 10 miles. An earlier kite was a dia-
mond-box, with a longer rope and heavier but
shorter drag, but its flying was never reported.

In a number of English schools, stammering
in children is now being treated systematically,
with breathing exercises, followed by vocal
gymnastics, and then by a combination of vo-
cal, breathing and physical exercises, together
with dumb bell practice. This is continued
daily for six weeks, excellent results having
been reported.

By his experiments and actual photographs
of the invisible, Frederik Hovenden, Vice-
President of the London Institution, claims to
prove that electricity, heat and ether are a
single fluid that can be made visible by proper
illumination, that electricity or ether is given
off through the pores of the human skin, and
that the specially illuminated electrical eman-
ation can be photographed and reproduced by
the cinematograph. His apparatus for giving
visibility seems to be a square glass box filled
with a mixture of cigarette smoke and air.
When the tip of the finger is put through a
hole in the bottom of the box, or "analyser,"
under the light of a powerful arc-lamp, the
exhalation from the skin is seen to rise, even
through a tight-fitting rubber cap, and may be
photographed. The galvanometer showing
the presence of electricity is affected by the
emanation penetrating the rubber.

In the remarkable German case lately reported
by Prof. Sillman, a man of thirty was com-
pletely restored to health after he had shot him-
self through the heart with a small-calibre revolver.
Thirty hours after the shooting an incision was
made in the breast. As the cardiac sac was
opened a great quantity of blood oozed out, but
the front side of the heart showed only a small
spot of blood coag, though a small ragged
wound—a fifth of an inch across—appeared on
carefully turning the organ toward the right.
The ragged edges were joined with three stitches
of fine silk thread, while the slit in front was
also stitched for safety. The strongly-beating
heart was not easily handled, but every time it
was turned to the right for a stitch the pulse
almost ceased. Recovery was complete in six
weeks.

The "luminous owls" that lately startled
certain good Britons almost certainly owe their
light, it is now agreed, to foreign matter on
the feathers. This is probably phosphorescent
bacteria from decaying wood, but it might be
a phosphorescent feather-fungus such as is
known in geese, or an excessive secretion of
oxidizing oil from a diseased condition of the
oil-gland.

The granules which cover the surface of the
sun, as seen with suitable lenses, have been
regarded as great clouds of blazing gas floating
on a less luminous atmosphere, but a different
view is reached by S. Chavaler as a result of
his observations during the last two years at the
observatory of Zies, in China. The granules
appear to be connected in systematic groupings,
instead of single, with some systematic differ-
ences in the groupings. The life of the
granule is perhaps not more than ten minutes,
but in that time it can undergo many changes
in shape and brilliancy, and it may move in
any direction, quite independent of the motion
of other granules. What seems to be significant
is that no granule has ever been seen to move
as far as its own length or breadth, and it is
concluded that the movements are not those of
flying clouds, but of billows or ripples of clouds
on the choppy atmospheric ocean. Each short,
quickly changing wave, however, is thousands
of miles across.

The antiseptic method of method of disinfection
has given favorable results in the practical tests
of A. Eichengrün, a German chemist, who
reports it to be effective in large or small spaces.
Antiseptic is a new disinfectant, in the form of
a heavy white powder, consisting of a mixture of
solid formaldehyde with the peroxides of the
alkaline or the alkaline earths, and it possesses
the property of giving off gaseous formaldehyde
and oxygen when water is added. For con-
tinuous disinfection of public buildings or rail-
way cars it is only necessary to sprinkle a little
of the powder about the floor, the moisture of
the air producing gradual decomposition.

In forming alcohol and acetylene fuel by the
patented process of Barker and White, vaporized
denatured alcohol is conducted over dry calcium
carbide, when the moist vapor causes the carbide
to give up some acetylene. The mixed vapor
gives quicker and better ignition in motors.
With high oxidizing value on account of removal
of the water.

RIVAL FLEETS.

GERMANY'S SEA POWER.

Viscount Escher contributes a paper to the
"National Review" entitled "To-day and To-
morrow," in which he considers, in the broadest
aspects, the questions of naval and military
defence. He points out that the story of the
past two decades shows that at no time in all
our history has greater keenness been displayed
in Parliament and in the Press on naval
questions, and during that period the annual
charge for the fleet has almost doubled.

During this period, however, a material
change has occurred in the balance of naval
power, both in the eastern and western
hemispheres. Twenty years ago, in the eighties,
France appeared to be the only rival to Great
Britain at sea, and the centre of gravity of
maritime power in Europe was still sought
for in the Mediterranean. To-day it has
shifted to the North Sea, while in the Pacific
the naval power of England has yielded to the
United States on the western littoral and to
Japan in the Far East. Even ten years ago,
on the eve of the South African War, the flag
of England flew supreme over the oceans and
seas of the world. To-day we have been forced
to abandon our supremacy over the great
waterway which separates Canada as well as the
United States from the Far East.

Although we may flatter ourselves with the
pleasing thought that this abandonment is due
to the Japanese Alliance, or to the open hand,
and our blood relation to the United States, on
the other hand, it is due, in point of fact, to the rise
of German sea-power. The centre of gravity of
maritime power, owing to the weakness of
the French and mainly to the enormous growth
of the German fleet, has shifted from the
Mediterranean to the North Sea. So rapid has
been the acquisition of naval strength by
Germany, and so formidable are her fleets in
being and in preparation, that she has forced
upon England a concentration which has
thrown the control of the Pacific into other
hands.

Concurrently with this development of sea-
power Germany has shown a determination
to compete with Great Britain for the carrying
of the world. Her mercantile marine,
both in effort and in attractiveness, and in
freight charges, has become a serious rival to
ours. The traders of the world are covered
with German shipping, and into every nook and
corner of the civilized and half-civilized world
German goods rapidly and surely are pushing
their way.

In Lord Escher's opinion this rivalry may
prove of a friendly character, but on one
condition only, "that condition being that we
retain the undisputed command of the sea-
approaches to our shores."

Across the North Sea lies a nation already
sixty millions strong, with the most highly-
trained and formidable army ever known in
history, a nation highly educated, unspoiled as
yet by luxury, proud of its achievements,
ambitious for its future, and dependent for its
further development upon finding outlets for a
population growing and confined, and upon
creating markets for its manufactures. A
German statesman, or publicist, or merchant,
looking abroad and ahead, sees in the immediate
foreground—while Russia lies still in half-
awakened torpor—the rivalry of England. Is
there any Englishman who, in his place, would
not feel the same? This is not the language of
fear or dislike or of unreasoning jealousy. The
German are a proud people struggling for
commercial development and determined to
achieve their purpose. Like other commercial
rivalry, the rivalry of nations requires a victim.
They look to themselves, and we have to look
to ourselves.

Let Germany force the pace, but let England
win the race. Of any sound scheme of
national or Imperial defence, naval supremacy
based upon the simple proposition of two to one
is the vital essence.

The question above all other questions vital
to the electorate and to every British man and
woman, whether resident in these islands or
beyond them, is whether the present Board of
Admiralty, or any Board of Admiralty which
may succeed it, fulfils the primary duty of its
position, that of prudently and wisely ensuring
supremacy at sea not only to-day, and not only
to-morrow, but on the day after to-morrow.
Naval supremacy cannot be extemporized. It
must be forecast and carefully prepared.

Lord Escher does not attempt to prophesy the
future, which the expenditure on the British
Fleet may stand five years hence, or even next
year. Although sixty millions annually are
voted for the militant services of the nation, he
points out that "it cannot be said that the
highest naval and military authorities ever
express themselves satisfied that Great Britain
possesses either a Fleet or an Army at all ade-
quate to or efficient for her requirements."

Curiously enough, the House of Commons
which has to vote these enormous sums, takes
Great trouble—by means of a Standing Com-
mittee—to see that every penny is applied to the
service for which it is voted. This committee
examines accounts, calls witnesses, who are ex-
amined and cross-examined, and in short pro-
ceeds very wisely, powerfully, which it exercises
thoroughly with excellent results. But there is
no Standing Committee to require whether the
money voted is spent to the best advantage.
There are discussions upon the Navy and Army
Estimates in the House itself, and year after
year the country watches, with sad amusement
pinstriping and conscientious members of
Parliament, striving for information, being
fenced with by Ministers who are wringing with
anxiety to preserve proper official reserve and
the consequent respect of their Departments.

It is suggested that England might copy the
French custom of submitting the estimates for
the two services to "committees representing
all sections of the Chamber, with wide powers
of examination, extended in some cases to visual
tests, and with instructions to report the
result of their labours to the Chamber itself."
Lord Escher, however, does not carry the com-
parison of this proposal any length in this
paper, and he does not suggest that this French
method of examination results in a higher
standard of efficiency or in greater public con-
fidence than exists in the United Kingdom,
or that, as a consequence, the highest naval and
military authorities in France express them-
selves satisfied with the national defences.

For the necessary cleaning
of the Teeth you will
find it so satisfactory and
so nice to use

**Calvert's
Carbolic Tooth Powder**

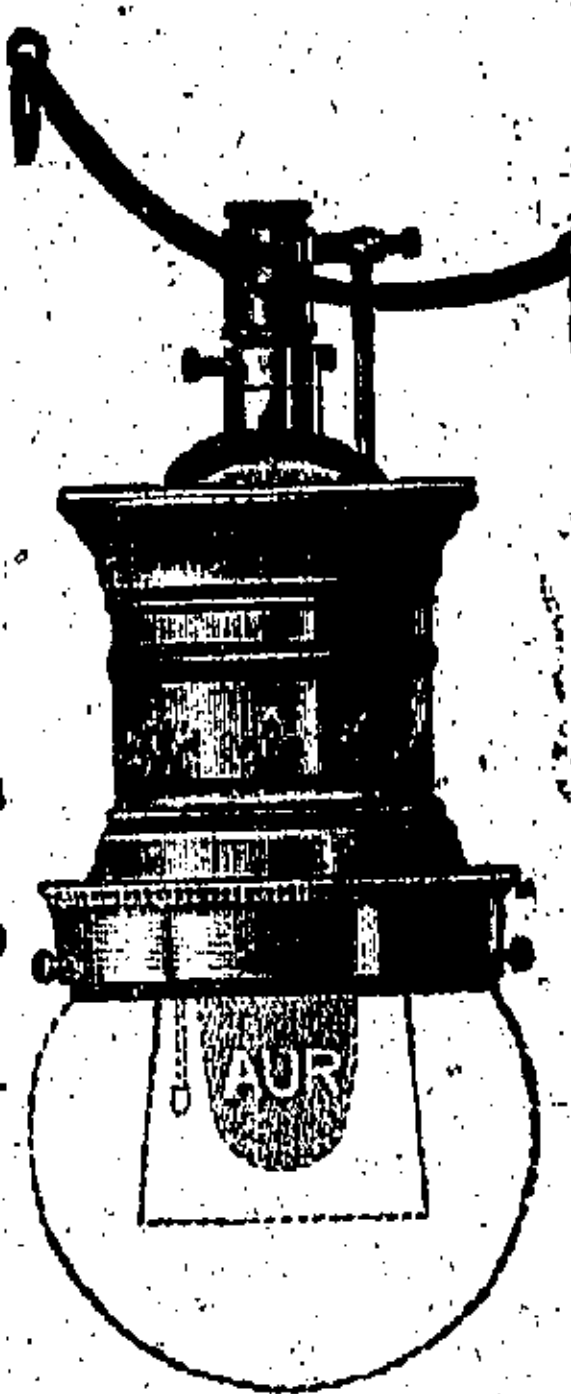
Sold by local Chemists and Druggists.

Made by
F. C. Calvert & Co., Manchester, Eng.

633-3

THE BURNING
QUESTION FOR EVERY
HOUSEHOLD IS LIGHT

REMEMBER, THERE IS
NO LIGHT SO GOOD OR SO
CHEAP AS THE BRITISH-
MADE



This
WELSBACH
LIGHT IS
LIGHTEST.
See the
Trade Mark
"AUR."

Welsbach

The Welsbach guaranteed Gas burners, with Mantles of Welsbach
Manufacture and Welsbach Artistic Fittings, make Welsbach not
only the lightest but most beautiful of all lights.



THE WONDERFUL WELSBACH KERN BURNER No. 3, will
give you a 75 candle power light at a lower gas consump-
tion than any other burner in the world.

THE MANTLES to use with it are Welsbach "C" or "CX."
The light standard of these Welsbach-made Mantles is
lightest, and the fabric is strongest—"There are no Mantles
so good as Welsbach."

Apply for particulars and catalogue of British-made
Welsbach Mantles, Burners and Fittings to the Sole Agents
of the Welsbach Incandescent Gas Light Co., Ltd., London

WILKS & JACK, LTD.

14, DES VOUX ROAD CENTRAL, HONGKONG.



NOTICE.



PUBLIC ATTENTION is drawn to the fact that at the present time many brands
of CONDENSED MILK are being offered for sale bearing labels so nearly
representing that of the original "EAGLE" Brand Milk manufactured solely by
BORDEN'S CONDENSED MILK CO., of New York, as are calculated to deceive the
purchasers of the real article.

As an additional protection, all purchasers of BORDEN'S "EAGLE" BRAND MILK
are requested to note that every tin of same bears the signature of GAIL BORDEN, the
original manufacturer, on the label. BORDEN'S "EAGLE" BRAND MILK has the
unrivalled reputation of being the milk par excellence and without a rival in point of view
of quality and purity.

Owing to BORDEN'S special and exclusive process of manufacture both their
"EAGLE" and "GOLD SEAL" Brands are specially recommended for use in tropical
climates, they being guaranteed to keep better than any other Condensed Milk offered to
the public.

For BORDEN'S CONDENSED MILK CO.,
CONNELL BROS. COMPANY,
Sole Representatives in Hongkong.

Hongkong, 25th May, 1908. 888

**MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.**

CODE WORD: "DOCK."
A.I. A.B.C., and Engineering Code Used
NEW DOCK NOW OPEN.
DOCK No. 3.

Extreme Length... 722 feet.
Length on Blocks... 714 "
Width of Entrance on Top... 961 "
Width of Entrance on Bottom... 884 "
Water on Blocks at Spring Tide 344

DOCK No. 1.
Extreme Length... 523 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 98 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide 61

DOCK No. 2.
Extreme Length... 371 feet.
Length on Blocks... 350 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide 22

PATENT SLIP.

Suitable for vessels up to 1,000
TONS. THE WORKS are well equipped with
THE LATEST PLANTS and APPLI-
ANCES for undertaking BUILDING or
REPAIRING SHIPS, ENGINES, and
BOILER, and also ELECTRICAL
WORK.

A LARGE STOCK of MATERIAL is
always kept on hand.
THE COMPANY has the powerful steam-
"OGURA-MARU" (712 tons, 700 I.H.P.)
specially built for SALVAGE PURPOSES
equipped with necessary gear, always ready
for Short Notice. 908

APENTA

NATURAL APERIENT WATER.

Bottled at the Springs, Budapest, Hungary.

For continuous use by the Gouty, the
Constipated, and the Obese.

**GOLD MEDAL,
St. Louis, 1904.**

DOSE: A Wineglassful in the morning before
Breakfast.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on
sale daily at the following stores:-
KOWLOON BOOK STALL, Ferry Wharf.
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loon Store, No. 30, Elgin Road.
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Messrs. AU YAU, Hongkong Ferry Wharf, &c.

FOR EUROPE & AMERICA,
INDIA, AUSTRALIA, &c.,
and for

PRIVATE RESIDENTS AT THE

SHIPPING.

ARRIVALS.

BUJUN MARU, Japanese str., 1,816, I. Ijichi, 1st June—Fookchow 30th May—Osaka Shosen Kaisha.

DEWAWONOR, German str., 1,157, F. Behwaldt, 1st June—Bangkok 24th and Swatow 31st, Rice—Butterfield & Swire.

HAILAN, French str., 377, O. A. Horg, 1st June—Hobow 31st May, General—A. R. Marby.

HANKANG, British str., 1,207, Trowbridge, 31st May—Chinking 26th May, General—Butterfield & Swire.

INVERAN, British str., 2,853, Marshall, 1st June—Newcastle 9th May, Coal—Shewan, Tomes & Co.

KALGA, British str., 1,143, R. Lewis, 1st June—Hobow 24th May, General—Butterfield & Swire.

KIANGSING, Chinese str., 1st June—Canton.

KNITSBERG, German str., 646, D. Houk, 31st May—K. C. Wan 20th May, General—Jensen & Co.

RHEIN, German transport, 6,307, Franck, 1st June—Bremen 25th April, and Colombo 21st May, General—Melchers & Co.

RUBI, British str., 1,511, R. W. Almond, 1st June—Munich 30th May, General—Shewan, Tomes & Co.

TAISIAN, British str., 1,321, J. T. Leung, 31st May—Suigon 27th May, Rice & General—Hindley & Co.

TAKASAKI MARU, Japanese str., 3,000, A. Mooker, 1st June—Bomby via Ports 17th May—Cotton, Twist and General—Nippon Yusen Kaisha.

THURUGAN MARU, Japanese str., 1,128, K. Shimizu, 31st May—Kuchino 26th May, Coal—Mitsui Bussan Kaisha.

CLEANANCES.

At the Harbour Master's Office, 1st June.

Chitli, British str., for Hobow.

Hankang, British str., for Canton.

Hankang, Norwegian str., for Sourabaya.

Yonglee, British str., for Singapore.

DEPARTURES.

1st June.

CHIPSUNG, British str., for Canton.

CHIVUNG, Chinese str., for Shanghai.

KOWLOON, German str., for Canton.

VELLORE, British str., for Chetoo.

SHIPPING REPORTS.

The British str. *Rubi* reports: Fresh N. E. wind and squally with heavy rain.

The Japanese str. *Bujun Maru* reports: North Easterly gale and fine weather.

The British str. *Kalga* reports: Typhoon West of Luzon, anchored for 4 hours. Gale of S. S. wind, heavy rain and squalls.

The British str. *Taisian* reports: Strong S. S. wind, South of Islands and high sea. Strong Easterly wind, North of Paracels and confused sea.

VESSELS IN DOCK.

June 1st.

ABERDEEN DOCK.—*Surgon, Fiana, Pilsen*.

KOWLOON DOCK.—*H.M.S. Taku, Maeda, Courtfield*.

COSMOPOLITAN DOCK.—

VESSELS PASSED ANJIE.

May 11, British str. *Islander*, Wright, May 9, from Singapore, for Christmas Island.

May 11, British str. *Atala*, Hume, from Port Said, for Batavia.

May 11, British str. *Clan Fingh*, Wade, May 11, from Batavia, for Amsterdam.

May 12, Norwegian str. *Terjevik*.

May 13, British str. *Clan Leslie*, Goodwin, from East London, for Shanghai.

May 15, British str. *Islander*, Wright, May 14, from Christmas Island, for Singapore.

May 17, Dutch str. *Tantalus*, Kondenburg, from Amsterdam, for Batavia.

British str. *Figinia*, March 11, from New York, for Shanghai.

May 18, Dutch str. *Gede*, Werkhoven, from Rotterdam, for Batavia.

British str. *Gordon Castle*, from Mauritius, for Batavia.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING."

Capt. Passmore, will be despatched for the above Ports TO-MORROW, the 3rd June, at 11 A.M.

For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., General Managers. Hongkong, 29th May, 1908. 306

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao. (Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Alicante, Almeria and Malaga.)

THE Steamship

"ISCHIA."

Captain Belsito, will be despatched as above on WEDNESDAY, the 10th June, at Noon. For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents. Hongkong, 29th May, 1908. 4

CHINA COMMERCIAL S.S. CO., LTD.

NOTICE.

FOR SALINA CRUZ, MEXICO.

THE Steamship

"MARIE," will be despatched as above for the above Ports via MOJI, JAPAN, on THURSDAY, the 11th June, at 5 P.M.

For Freight or Passage, apply to CHINA COMMERCIAL S.S. CO., LTD., Hotel Mansions, Hongkong, 5th May, 1908. 304

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & NO.	SECTION	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE &c.	SUMATRA	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	To-morrow, at 5 P.M.
LONDON &c. VIA SUEZ CANAL	DELHI	Brit. str.	—	J. D. Andrews, R.N.E.	P. & O. S. N. Co.	On 18th inst., at Noon.
LONDON & ANTWERP VIA SUEZ CANAL	GLENHORN	Brit. str.	—	W. Haughton	McGREGOR BROS. & GOW	On 15th inst.
LONDON & ANTWERP	CARDIGANSHIRE	Brit. str.	—	Schönfeldt	SHAWAN, TOMES & CO.	About 22nd inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SEGOVIA	Ger. str.	k.w.	v. Döhren	HAMBURG-AMERIKA LINIE	On 8th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SCANDIA	Ger. str.	k.w.	Malchow	HAMBURG-AMERIKA LINIE	On 15th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	DORTMUND	Ger. str.	k.w.	Leining	HAMBURG-AMERIKA LINIE	On 15th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	ISTRIA	Ger. str.	k.w.	Habel	HAMBURG-AMERIKA LINIE	On 26th July
HAVRE & HAMBURG VIA STRAITS, &c.	SAXONIA	Ger. str.	k.w.	Brehmer	HAMBURG-AMERIKA LINIE	On 9th August
MARSEILLES, ANTWERP, BREMEN & HAMBURG	SCANDIA	Swed. str.	—	Girard	MESSAGERIES MARITIMES	To-day
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	ERNEST SIMONS	Fr. str.	—	N. Ohno	NIPPON YUSEN KAISHA	Beginning of June.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	KANAGAWA MARU	Jap. str.	—	T. Murai	NIPPON YUSEN KAISHA	On 9th inst., at 1 P.M.
MARSEILLES, ROTTERDAM & HAMBURG &c.	HAKATA MARU	Jap. str.	—	Girtenbriau	NIPPON YUSEN KAISHA	On 10th inst., at D'light
MARSEILLES, ROTTERDAM & HAMBURG &c.	BRIGAVIA	Ger. str.	k.w.	H. Foermeis	HAMBURG-AMERIKA LINIE	On 24th inst., at D'light
NAPLES, GENOA, BRISTOL, SOUTHAMPTON, &c.	BUELOW	Ger. str.	—	S. Chianak	MELCHERS & CO.	On 28th inst.
TRIESTE, &c. VIA SINGAPORE, &c.	TRIESTE	Aus. str.	—	—	MELCHERS & CO.	To-morrow, at Noon.
ODESSA	VORONEZ	Rus. str.	—	—	ARMHOLD, KARBURG & CO.	About 23rd inst.
NEW YORK	OCEANO	Brit. str.	—	—	ARMHOLD, KARBURG & CO.	About end of June.
BOSTON & NEW YORK	GLAZIER	Brit. str.	—	—	ARMHOLD, KARBURG & CO.	About 25th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	1 m.	E. V. Roberts	DODWELL & CO., LTD.	On 8th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	SHANWUT	Am. str.	—	S. Ishikawa	CANADIAN PACIFIC R. CO.	On 4th inst., at 4 P.M.
VICTORIA B.C. & TACOMA VIA JAPAN	SHANWUT	Am. str.	—	G. S. Lapraik	CANADIAN PACIFIC R. CO.	On 18th inst., at Noon.
VICTORIA B.C. & SEATTLE, WASH., &c.	SHANWUT	Am. str.	—	G. S. Christensen	DODWELL & CO., LTD.	On 6th inst.
SALINA CRUZ, MEXICO VIA MOJI & JAPAN	KAGA MARU	Jap. str.	—	K. Lindberg	NIPPON YUSEN KAISHA	On 9th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	TSINAN	Brit. str.	1 m.	K. Homma	CHINA COMMERCIAL S.S. CO.	On 11th inst., at 5 P.M.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	J. Minssen	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	MANILA	Jap. str.	—	T. Harrison	NIPPON YUSEN KAISHA	On 12th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	A. Christensen	MELCHERS & CO.	On 18th inst., at 5 P.M.
VLADIVOSTOCK	CURONIA	Eng. str.	—	A. Mooker	NIPPON YUSEN KAISHA	On 10th July, at Noon.
Kobe and Yokohama	BINGO MARU	Jap. str.	—	T. Harrison	NIPPON YUSEN KAISHA	On 13th inst., at D'light
MOJI & KOBE	TAKASAKI MARU	Jap. str.	—	Zwart	NIPPON YUSEN KAISHA	To-day
NAGASAKI, KOBE & YOKOHAMA	TIPODAS	Dut. str.	—	Dowson	NIPPON YUSEN KAISHA	On 10th inst., at Noon.
JAPAN	KWIKYANG	Brit. str.	1 m.	G. Hooker	JAVA-CHINA JAPAN LIGN	Quick despatch.
NEW GUINEA	KUBICHOW	Brit. str.	1 m.	T. Stehr	BUTTERFIELD & SWIRE	On 4th inst., at 4 P.M.
CHEFOO & TIENTSIN	AMIRAL MAGON	Fr. str.	—	F. Mooney	BUTTERFIELD & SWIRE	On 11th inst., at 4 P.M.
CHINGWANGTAO, JAPAN, AMERICA, &c.	KOWLOON	Ger. str.	k.w.	P. Wheeler	J. MILET.	On 4th inst.
TSINGTAU, NAGASAKI & VLADIVOSTOCK	CHIPSUNG	Brit. str.	—	Robertson	HAMBURG-AMERIKA LINIE	On 5th inst.
TIENTSIN VIA CHEFOO	KWONGSANG	Brit. str.	—	Rad, Meyer	JARDINE, MATHESON & CO., LD.	On 5th inst., at Noon.
SHANGHAI	SHAORING	Brit. str.	1 m.	Y. Fushio	JARDINE, MATHESON & CO., LD.	To-day, at 4 P.M.
SHANGHAI	DORTMUND	Ger. str.	k.w.	Broo	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	KLIRIST	Ger. str.	—	Broo	HAMBURG-AMERIKA LINIE	On 4th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CHOSHEN MARU	Dut. str.	—	R. A. Peters	MELCHERS & CO.	About 3rd inst.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	CHOSHEN MARU	Dut. str.	—	C. C. Talbot, R.N.E.	OSAKA SHOSHEN KAISHA	On 5th inst., at 10 A.M.
SHANGHAI, YOKOHAMA & KOBE	LYTIA	Ger. str.	k.w.	M. B. Lake	MELCHERS & CO.	Quick despatch.
SHANGHAI, KOBE & YOKOHAMA	POLYNESIAN	Fr. str.	—	T. Itō	HAMBURG-AMERIKA LINIE	On 8th inst.
SHANGHAI, KOBE & YOKOHAMA	MALTA	Brit. str.	—	S. J. Payne	MESSAGERIES MARITIMES	About 8th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SARDINIA	Brit. str.	—	R. J. Payne	P. & O. S. N. Co.	About 11th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	NAMBAK	Brit. str.	—	De Brouwers	P. & O. S. N. Co.	About 12th inst.
SHANGHAI	TSIMAH	Dut. str.	—	Spink	JARDINE, MATHESON & CO., LD.	On 23rd inst., at Noon.
SWATOW & AMOY	BUJUN MARU	Jap. str.	—	W. Outerbridge	OSAKA SHOSHEN KAISHA	Quick despatch.
SWATOW, AMOY & FOCHOW	HAICHING	Brit. str.	2 h.	S. J. Payne	OSAKA SHOSHEN KAISHA	To-morrow, at 10 A.M.
ANPING VIA SWATOW & AMOY	FUEFUKU MARU	Jap. str.	—	R. J. Payne	OSAKA SHOSHEN KAISHA	To-morrow, at 11 A.M.
TAMSUI VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	—	T. Itō	OSAKA SHOSHEN KAISHA	On 10th inst., at D'light
HOIHOW & HAIPHONG	CHIHAI	Brit. str.	1 m.	I. Fukuroi	OSAKA SHOSHEN KAISHA	On 7th inst., at 10 A.M.
HOIHOW & HAIPHONG	HUEPH	Brit. str.	1 m.	Imben	BUTTERFIELD & SWIRE	To-day, at 9 A.M.
MANILA	LOONGSANG	Brit. str.	—	Spink	BUTTERFIELD & SWIRE	On 5th inst., at 9 A.M.
MANILA	KUBI	Brit. str.	—	W. Outerbridge	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & CO., LD.	On 5th inst., at 4 P.M.
MANILA	ZAPIRO	Brit. str.	1 m.	R. J. Payne	SHAWAN, TOMES & CO.	On 6th inst., at Noon.
KUDAT & SANDAKAN	BORNEO	Ger. str.	—	T. Meyrick	JARDINE, MATHESON & CO., LD.	On 12th inst., at 4 P.M.
BOMBAY VIA SINGAPORE & COLOMBO	MOYORI MARU	Jap. str.	—	Rodger	SHAWAN, TOMES & CO.	On 13th inst., at Noon.
BOMBAY VIA SINGAPORE & PENANG	ISOBIA	Ital. str.	—	F. Semblil	MELCHERS & CO.	About End of June.
SINGAPORE, PENANG & CAULUTTA	LAISANG	Brit. str.	—	J. Hands	NIPPON YUSEN KAISHA	On 5th inst.
BATAVIA, CHERIBON, SAMARANG, &c.	TIPIANAS	Dut. str.	—	Belotto	CARLOWITZ & CO.	On 10th inst., at Noon.
				E. J. Tadd	JARDINE, MATHESON & CO., LD.	On 5th inst., at 3 P.M.
				Pander	JAVA-CHINA JAPAN LIGN	About 1st inst.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA & KOBE	"SIAM"	End of May.
MARSEILLES, HAVRE, COPEN, HAGEN and GOTHENBURG	"CANTON"	Beginning of June.
VLADIVOSTOCK	"CURONIA"	About 24th June.

For Further Particulars apply to

MELCHERS & CO., AGENTS.



NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE	KANAGAWA MARU, Capt. N. Ohno, Tons 6189	WEDNESDAY, 10th June, at Daylight
PORE, PENANG, COLOMBO, and PORT SAID	HAKATA MARU, Capt. T. Murai, Tons 6181	WEDNESDAY, 24th June, at Daylight
VICTORIA B.C. and SEATTLE, WASH., via SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIDZU and YOKOHAMA	IYO MARU, Capt. S. Ishikawa, Tons 6320	TUESDAY, 9th June, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KAGA MARU, Capt. G. S. Lapraik, Tons 6301	TUESDAY, 23rd June, at 4 P.M.
MOJI and KOBE	YAWATA MARU, Capt. K. Homma, Tons 3817	FRIDAY, 12th June, at Noon
BOMBAY via SINGAPORE, COLOMBO and BRISBANE	NIKKO MARU, Capt. K. Homma, Tons 3817	FRIDAY, 10th July, at Noon
MOJI and KOBE	TAKASAKI MARU, Capt. A. Mooker, Tons 4746	TUESDAY, 2nd June, at Noon
BOMBAY via SINGAPORE, COLOMBO and BRISBANE	MOYORI MARU, Capt. J. Hands, Tons 3773	FRIDAY, 5th June, at Noon
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU, Capt. T. Harrison, Tons 5530	WEDNESDAY, 10th June, at Noon
KOBE and YOKOHAMA	BINGO MARU, Capt. A. Christensen, Tons 6247	SATURDAY, 13th June, at Daylight

* Calling at Keelung.

† Cargo only.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.

T. KUSUMOTO, MANAGER. 356

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL.
SHANGHAI, MOJI, KOBE & YOKOHAMA	"POLYNESIAN"	About 8th June.
MARSEILLES VIA PORTS	"ERNEST SIMONS"	On 9th June, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"CALEDONNIEN"	On 22nd June, P.M.
MARSEILLES, VIA PORTS	"TONKIN"	On 23rd June, 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT, Queen's Building. 2

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
* SHAWMUT	9,606	E. V. Roberts	On 6th June.
* TREMONT	9,606	T. W. Garlick	On 1st July.
* TREMONT	9,606	W. Shetton	On 23rd July.
* KUMERIC	6,232	Cowley	On 18th August.

† Steamer Passengers only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS. 3

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE

WITH LIBERTY TO CALL AT MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.
S.S. "GLAZIER" ... 8th June.
For Freight and further information, apply to DODWELL & CO., LD., Agents.
Hongkong, 28th May, 1908. 672

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON, THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI." Captain J. D. Andrews, R.N.E., carrying His Majesty's Mails, will be despatched from this for Bombay &c. on SATURDAY, the 13th June at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "BRITANNIA," 7,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tees for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Devri," due in London on 26th July, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to

F. J. ABBOTT, Acting Superintendent. Hongkong, 1st June, 1908. 1

"GLEN" LINE OF STEAMERS.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON AND ANTWERP via SINGAPORE, PENANG, ANG, COLOMBO, Port SAID and MARSEILLES	SUMATRA Capt. E. W. Bruce	5 P.M., 3rd June	Freight and Passage.
SHANGHAI	MALTA Capt. R. A. Peters	About 11th June	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SARDINIA Capt. C. C. Talbot, R.N.R.	About 12th June	Freight and Passage.
LONDON via USUAL PORTS OF CALL	DELHI Capt. J. D. Andrews, R.N.R.	Noon, 13th June	See Special Advertisement.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 2nd June, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
HOIHOW and HAIPHONG	"CHIHLI"	On 2nd June, 9 A.M.
MANILA	"TEAN"	On 3rd June, 4 P.M.
SHANGHAI	"SHAOHSING"	On 3rd June, 4 P.M.
HOIHOW and HAIPHONG	"HUPEH"	On 5th June, 9 A.M.
CHEFOO and TIENTSIN	"KUEICHOW"	On 11th June, 4 P.M.
NEWCHANG	"KWEIYANG"	On 11th June, 4 P.M.
MANILA ZAMBOANGA, THURS- DAY ISLAND, COOKTOWN, CAIRNS, PORT WINSVILLE, BRISBANE, SYDNEY, with Transshipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TSINAN"	On 15th June, 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accom-
modation with Electric Light throughout and Electric Fans in the Staterooms and Dining
Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light through-
out and Electric Fans in the Staterooms. A daily qualified Surgeon is carried. Cargo booked
through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo
on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 2nd June, 1908.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"KIYOSANG"	Tuesday, 2nd June, 4 P.M.
TIENTSIN via CHEFOO	"CHUPHONG"	Friday, 5th June, Noon.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Friday, 5th June, 3 P.M.
MANILA	"LOONGSANG"	Friday, 5th June, 4 P.M.
MANILA	"YUENSANG"	Friday, 12th June, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"NAMSANG"	Tuesday, 23rd June, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMSANG" and "FOKSANG" leave about every 3 weeks for
Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing
stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

A daily qualified surgeon is also carried.
Steamers have superior accommodation for First-Class Passengers and are fitted throughout
with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chfoo, Tientsin
and Newchwang.

Telephone No. 61

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,

Hongkong, 2nd June, 1908.

GENERALMANA

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Leyantia, Black Sea and Baltic Ports,
and all North and South American Ports.
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. DORTMUND ... 4th June
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. ISTRIA ... 8th June
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. SAXONIA ... 16th June
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. SILVIA ... 23rd June
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. SLAVONIA ... 30th June

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 1st June, 1908

HOMEWARD.

FOR MARSSEILLES, ANTWERP, BREMEN & HAMBURG:	S.S. SITHONIA ... 2nd June
FOR HAVRE & HAMBURG:	S.S. SEGOVIA ... 8th June
FOR HAVRE & HAMBURG:	S.S. SCANDIA ... 15th June
FOR MARSSEILLES, ROTTERDAM & HAMBURG:	S.S. BRISGAVIA ... 23rd June
FOR HAVRE & HAMBURG:	S.S. DORTMUND ... 30th June
FOR HAVRE & HAMBURG:	S.S. ISTRIA ... 7th July
FOR HAVRE & HAMBURG:	S.S. SAXONIA ... 14th July

COAST SERVICE.

S.S. KOWLOON	For TSINGTAU, NAGASAKI & VLADIVOSTOCK	On 5th June.
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For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 1st June, 1908

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, GIBRAL- TAR, SOUTH AMPTON, ANTWERP & BREMEN	"BUELOW" Capt. H. FÖRSTER	Wedday, 3rd June, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"KLEIST" Capt. R. Meyen	About Wed'day 3rd June.
MANILA, NEWGUINEA, BRIS- BANE, SYDNEY & MELBOURNE	"MANILA" Capt. MINSSEN	Thursday, 18th June, at 5 P.M.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBIL	About End of June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOHRS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 29th May, 1908.

CHARGEURS REUNIS, FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD via SUEZ:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Colombo,
Singapore, Hongkong, Chinwantso, (Peking Tientsin), Kobe, Yokohama,
Genoa to Hongkong in 30 DAYS.
NAPLES to HONGKONG in 29 DAYS.
Unique Opportunity to make a Tour in North China and Japan with Great Speed,
Safety and Comfort.

TRANS-PACIFIC:—Victoria (B.C.) Vancouver, Seattle, San Francisco.

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Freight to Overland and Europe } via Vancouver
Passengers to Vancouver }
YOKOHAMA to VANCOUVER 13 DAYS
YOKOHAMA to LONDON and PARIS 28 DAYS

HOMEWARD via MAGELLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

AMIRA L. MAGON	4th June	MALTE	12th Oct.
AMIRAL EXELMANS	25th July	CEYLAN	28th Nov.
QUESSANT	27th Aug.	CORSE	11th Jan. 09

† No Passengers. † Intermediate Class and Rates of Passage.
New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly
equipped with single berth Cabins. All Round the World Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,
FRENCH MAIL OFFICE.

Hongkong, 9th May, 1908.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days
Across the Pacific is the "EMPERESS LINE" Saving 5 to 10 days' Ocean Travel.
12 DAYS YOKOHAMA to VANCOUVER.
21 DAYS HONGKONG to VANCOUVER.

R.M.S.	TONS	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF CHINA"	6,000	THURSDAY, 4th June	22nd June
"EMPERESS OF INDIA"	6,000	THURSDAY, 18th June	4th July
"LENNOX"	3,700	THURSDAY, 18th June	17th July
"EMPERESS OF JAPAN"	6,000	THURSDAY, 4th July	25th Aug.
"MONTEAGLE"	6,000	THURSDAY, 11th July	4th Aug.
"EMPERESS OF CHINA"	6,000	SATURDAY, 25th July	15th Aug.
"GLENFARG"	3,700	SATURDAY, 8th Aug.	16th Sept.

* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
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Express, and at QUEBEC with the Co.'s NEW ATLANTIC "EMPERESS" Steamships,
14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York \$71.10
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First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing
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R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates
affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China
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Highest Class, newest, fastest and most luxurious Steamers between
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date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 6th June, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 13th June, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 1st June 1908.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
* SWATOW AND AMOY	"BUJUN MARU" Capt. ICHIKI	WEDDAY, 3rd June, at 10 A.M.
* SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"CHOSHUN MARU" Capt. Y. FUKUNO	FRIDAY, 5th June, at 10 A.M.
* TAMSUI VIA SWATOW AND AMOY.	"DAIJUN MARU" Capt. I. SAKURAI	SUNDAY, 7th June, at 10 A.M.
* ANPING VIA SWATOW, AND AMOY	"FUKUSHU MARU" Capt. T. ITO	WEDDAY, 10th June, at Daylight.

* These new Steamers have excellent accommodation for First and Second Class Passengers
and are fitted throughout with electric light. First-class Cabins Amidships. Unsurpassed Table
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office
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Hongkong, 1st June, 1908.

T. ARIMA, Manager.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, & C.

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Japan Office:
14, WATER STREET,
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SHIPPING IN PORT.

STEAMERS
AMIRAL DE BROUQUON, French str., 154, Chalais, 22nd April—Haiphong 18th April, Ballast—Wilks & Jacks.
BANRI MARU, Jap. str., 2,363, J. Yamazaki, 20th May—Moji 24th May, Coal—Fukusui & Co.
BOURBON, French str., 897, Le Bail, 30th May —Saigon 1st June, General—Chinese.
CANTON, Swedish str., 2,180, O. C. Nordfelt, 30th May—Moji 25th May, General— Melchers & Co.
CHIHLI, British str., 1,336, J. Warrack, 30th May—Haiphong May 27th, and Hoibow 29th, Rice & General—Butterfield & Swire.
CHITPUSH, British str., 1,199, F. Mooney, 31st May—Tientsin, Chefoo & Weihaiwei 26th May—General—Jardine, Matheson & Co.
COURTESY, British str., 4,837, John Wiseman, 25th May—Moji 29th May, Coal—Mitsui Bussan Kaisha.
DRUFAS, Norwegian str., 1,102, J. Ding, 26th May—Bangkok 18th May, Rice—Butter- field & Swire.
EMPERESS OF CHINA, British str., 3,043, R. Archibald, R.N.R., 4th May—Vancouver, B.C. 15th April, and Shanghai 2nd May, Mails and General—C. F. R. Co.
GERMANIA, German str., 785, H. Fiegel, 18th May—Syltland Ports 6th April, Copra— Siemssen & Co.
HAIPHONG, British str., 1,267, Passmore, 31st May—Coast Ports 30th May, General— Douglas, Lapraik & Co.
HAIPHONG, French str., 500, Pomfret, 2nd April—Haiphong 18th April, Ballast— Wilks & Jacks.
HENRIK THSEN, Norwegian str., 2,957, J. S. Petersen, 24th May—Moji 18th May, Coal—Mitsui Bishi Goshi-Kaisha.
HILARY, German str., 1,270, H. Uecker, 29th May—Saigon 24th May, Rice—Sander, Wieler & Co.
HINSANG, British str., 2,346, A. G. Smith, 28th May—Haiphong 26th May, Coal—Jardine, Matheson & Co.
HONGKONG MARU, Japanese str., 2,447, E. Bent, 25th May—San Francisco 25th Apr. and Manila 23rd May, Mails and General— Toyo Kisen Kaisha.
IYO MARU, Japanese str., 3,918, S. Ishikawa, 31st May—Japan and Shanghai 29th May, Lumber, Cotton Yarn and General— Nippon Yusen Kaisha.
KIAMOON, Chinese str., 1,222, H. Uddin, 26th May—Chinkiang 20th May, General— Chinese.
KOWLOON, German str., 1,447, A. Enight, 30th May—Vancouver 24th May, General— Hamburg-Amerika Linie.
KWANTON, Chinese str., 1,536, Wm. H. Lunt, 29th May—Shanghai 26th May, General— Chinese.
KWONGSANG, British str., 1,541, W. Palmer- Baker, 30th May—Shanghai May 28th, and Swatow 25th, General—Jardine, Matheson & Co.
LAISANG, British str., 2,221, E. J. Tadd, 31st May—Calcutta May 15th, and Singapore 25th, General—Jardine, Matheson & Co.
LOYAL, German str., 1,237, Fr. Natius, 25th May—Covvie 18th May, Coal—Sander, Wieler & Co.
MANILA, German str., 1,103, J. Minssen, 30th May—Saigon 5th May, General—Melchers & Co.
MARIE, German str., 1,169, P. E. Christensen, 30th May—Saina Cruz 20th April, Ballast—China Commercial Steamship Co.
MATHILDS, German str., 831, A. P. Uldrup, 25th May—Haiphong & Hoibow 24th May, Rice and General—Jensen & Co.
MERAPI, Dutch str., 1,557, E. Udsle, 28th May—Singapore 19th May, General— Chinese.
NERITE, Dutch str., 1,436, Wester, 13th May— from Hankow—Arnold, Karberg & Co.
NORD, Dutch str., 1,145, F. J. Pryn, 23th May—Saigon 23rd May, Kerosine Oil— Melchers & Co.
OEBANO, British str., 1,733, M. L. Brum, 20th May—Hoggar 17th May, Coal—Dodwell & Co.
PREMO, German str., 478, V. Flotwell, 27th May—Saigon 22nd May, Rice—Hamburg— Amerika Linie.
PHUAPRECH, British str., 1,065, J. H. Scott, 25th May—Saigon 20th May, Fish and Meal—Chinese.
PHRAKANG, German str., 1,021, Fr. v. Mangels- dorf, 29th May—Bangkok May 18th, via Koh Chang 22nd May, Rice and Hardwood —Melchers & Co.
PITSANULOK, German str., 1,200, T. Heyenga, 25th May—Bangkok May 17th, via Swatow 24th, Rice and Timber—Butterfield & Swire.
POWHTAM, British str., 1,050, Turner, 30th May—Saina Cruz 24th April, Ballast— Chinese.
SABINE RICHMOND, Dutch str., 540, Fries, 16th May—Fookhoo 13th May, Ballast—Asiatic Petroleum Co.
SHANGHAI, British str., 1,307, W. McIntosh, 30th May—Shanghai 23rd May, General— Butterfield & Swire.
SHAWNUIT, American str., 6,195, E. V. Roberts, 26th May—Seattle via Manila 24th May, General—Dodwell & Co.
SIGNAL, German str., 950, G. Se. Jankior, 37th May—Haiphong May 25th, Pakhoi 20th, and Hoibow 28th, Rice and General— Jensen & Co.
SIXONGAN, Dutch str., 1,202, H. Vos, 21st May— Samarang via Palo Ley 11th May, Sugar—Chinese.
SOGIE MARU, Japanese str., 1,110, T. Fuseno, 27th May—Fookhoo 24th May, General—Osaka Shosen Kaisha.
TAIWAN, British str., 1,041, J. A. Martin, 14th May—Saigon 10th May, Rice & General— Chinese.
TEAN, British str., 1,346, A. W. Osterbridge, 30th May—Manila 28th May, General— Butterfield & Swire.
TENYO MARU, Japanese str., 7,265, Philip H. Going, 21st May—Yokohama 16th May, General—Toyo Kisen Kaisha.
WONGKOK, German str., 1,115, Reher, 27th May— Bangkok May 18th, and Hoibow 26th, General—Butterfield & Swire.
WY, British str., 2,293, G. Savage, 30th May— Koshinatu 24th May, Coal—Dodwell & Co.
YANGTZE, British str., 4,149, Palford, 31st May—Shanghai 29th May, General— Butterfield & Swire.
YATHING, British str., 1,424, Wheeler, 23th May—Chinkiang 23rd May, General— Jardine, Matheson & Co.
YERIMO MARU, Japanese str., 3,280, N. Kobayashi, 23th May—Moji 23rd May, Coal—Samuel, Miyasaka & Co.

ON SALE.

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